

THE PELICAN POST OF THE

	President	Tom Golder
	Vice President	Chuck Comeau
	Treasurer	Dave Johnson
Secretary/Newsletter Editor		Chuck Caldwell

Newsletter #23

April 1999

PLEASE READ THIS

ALL HANDS: Dues are \$10 per year 11/1 to 11/1 (\$40 for five years and \$100 for life). Roster and e-mail addendums are included for members personal use only. If you change your address please inform the Editor so we will be spared the charge the postal service makes for each correction notice. If this edition is forwarded to you by the postal service, we will automatically receive your new address and be charged for the service.

PRESIDENT'S MESSAGE



Tom Sez . . .

Well, any Pelican who was there in Pensacola the end of October enjoyed a great reunion. A bunch of thanks and much gratitude go out to Mort Eckhouse and his reunion Committee, who put on a first class show. (More about the reunion and the results of the business meeting elsewhere in this edition of the Pelican Post). You all know by reading the letterhead that we welcome our new Vice President, Chuck Comeau, who is already working hard on the next reunion to be held in Jacksonville in the fall of 2000. We also welcome Dave Johnson, our "returning" Treasurer. He served as Treasurer from 1989 to 1992. And of course, our esteemed Secretary/News Letter Editor, Chuck Caldwell has agreed to serve

yet another term. Thanks and welcome to all

We are undertaking some initiatives to search for possible new Pelicans by contacting other VP Associations but we still need new members and I ask each of you to try to come up with lists of possible members and send them to Chuck Caldwell via snail or e-mail. He will take it from there and send a recruiting package to the potential member.

Tom Golder

1525 Soplo Dr SE, Albuquerque NM 87123-4424

Notes From All Over



Museum Plankowners

Captain Andrew Sinclair, USN (Ret) (VP-45 '46-'48) is the Chairman of the US Navy Room at the Bermuda Naval Museum. That room is nearing completion and will commemorate the US Navy's 50 years-plus presence in Bermuda. Two squadrons played a big role in Bermuda operations, VP-205/VP-MS-5/VP-45 and VP-49.

When Andy became a member of our Association, he gave each member an opportunity to become a "plank owner" in the US Navy Room for a donation of \$25. So far thirty of our members have achieved plank owner status (VP-49 has eleven). Charles Sleeman holds the singular distinction of being a plank owner from both squadrons J.

Should any member want to join the list below as plank owner, contact Andrew Sinclair, PO Box 2452, Hamilton HMJX, Bermuda, and send your check for \$25. You will receive an acknowledgement and a certificate in return. Andy mentioned that any memorabilia will be welcome.

Here are the names of the Association's plank owners according to Andy as of 1 March:

BATDORF
BESTUL
BRADY
BRANTLEY
BURGER
CORY
ECKHOUSE
FISHER
FLORKO
FORTSON

GILLAN
GRANNEMEN
HATHAWAY
HEARD
JONES
KELLER
KING
KOFFLER
LORICK
MAY

MILROY
MOORE
NORMAN
PATRON FOUR FIVE ASSOCIATION
REDMOND
SIMMONS
SINCLAIR
SLEEMAN
SMITH, WILLIAM
STOUT
YOUNG





About That 1998 Reunion . . .

The '98 reunion was held October 28 to November 1 in Pensacola. The weather couldn't have been nicer, no rain sunny skies and temperatures in the 80's. The Holiday Inn on North Davis Highway was headquarters, with the nearby Hampton Inn used as a spillover facility. We enjoyed a huge ready room (actually it was half of the ballroom that was used for the reception on Friday night). Tables were laid out with archival memorabilia and many members browsed through old, but not forgotten, cruise books, flight schedules, photograph albums and official papers. Side trips for sight seeing and other interests were enjoyed by many of the participants; a full bus load of Pelicans went to Boomtown Casino in Biloxi and everyone had fun, but no one returned with a megabucks jackpot. ☺ ☹

The conversation noise level at the reception Friday evening was testimony to the many animated sea stories that were being told and retold. The Commanding Officer of VP-45, CDR Gregory A. Miller, USN, gave an excellent Command Presentation, informing those present about the various missions being prosecuted by the squadron in far flung places around the world. AOCM Mike Ross, the Command Master Chief, gave a humorous inside look at the accomplishments of the squadron, with an emphasis on the "people" programs that are part of squadron life.

Saturday morning the business meeting convened with about 50 Pelicans attending. President Hank Gorman presided. Nominations and voting were

unanimous for the slate of Officers, and the members voted to contribute \$5000.00 to the Naval Aviation Museum Foundation, \$5000.00 to the U.S. Navy Memorial Foundation and \$250 to the US Navy Room at the Bermuda Naval Museum. Bylaw changes were made to discontinue the scholarship to the Squadron and to add the duty of planning the reunion to the duties assigned to the Vice President. The members also voted to have the next reunion in Jacksonville, Florida.

The reception and banquet Saturday evening at the Naval Aviation Museum was a real winner. Nothing can compare to the backdrop of airplanes and displays the museum provided for our banquet. Banquet speaker was Admiral Fetterman, the CEO of the museum foundation, and an inspirational presentation by AOCM Ross added dignity to the proceedings. A most memorable event was enjoyed by all. The farewell brunch back at the Holiday Inn was a send-off for many happy Pelicans. We are all looking forward to the year 2000 reunion in Jacksonville and want to urge all members to seriously consider, and make plans to attend, the JAX reunion in 2000!!!

P5M-2 (SP-5B) our donation helps maintain.



Naval Aviation Museum Foundation Acknowledges Donation

The following is a letter to our Association in response to the \$5000 donation:

January 14, 1999

CAPT Thomas V. Golder, USN (Ret)
President, PATRON FOUR FIVE Association
1525 Soplo Drive SE
Albuquerque NM 87123-4424

Dear Captain Golder,

The Naval Aviation Museum Foundation gratefully acknowledges receipt of your Association's December 1998 donation in the amount of \$5,000. As you have requested, this money will be applied to the National Museum of Naval Aviation's upkeep and display of the P5M Mariner.

We take special delight in the support received from associations and reunion groups such as the PATRON FOUR FIVE Association. It tells us that our efforts to preserve and display the proud heritage of Naval Aviation is succeeding. We look forward to each and every visit by your association or its individual members.

We wish your association and its members continued success.

Best wishes,
s/s John H. Fetterman
Vice Admiral. USN (Ret)
President and CEO

See presentation picture next page.

... and here is a picture of Ken Cory (L) and Mort Eckhouse (R) presenting the check to the foundation's Admiral Fetterman.



Ed. Note: Our Association also donated \$1000 to the museum foundation at the 1990 reunion.



Memorials To Navy Museum

When the members voted to make a sizable donation to the Navy Historical Foundation in Washington, D.C., little did anyone know what a wonderful surprise was in store — and a small one that was not so wondrous.

In correspondence with the foundation's representatives we discovered we could have wall plaques installed on the museum walls as a result of our donation. We were told a plaque for PBY VP-45, VP-205 and VP-45 could be arranged if we would submit draft designs. Well, it didn't take long to submit the designs and make all the arrangements for the donation. Our president sent the designs and our treasurer sent the check, and we waited — but not for long. It seems each plaque requires a donation of \$1750, and our understanding of "three fer five K" was a mistake. After some back and forth correspondence, we were informed the museum would honor the three plaques for our donation of \$5000. The association officers decided we had committed to three plaques and would prefer to balance the books with the foundation, so another check for \$250 was dispatched

to Washington. All hands were gracious and cooperative, and everything is going smoothly now. Although the engraver had trouble with the style of our letters, we believe the plaques will be ready soon. Arrangements are being made to have a presentation ceremony at the museum to install the plaques. A committee of members in the Washington area has been formed to attend the ceremony, and full details will be published in the next newsletter. In the meantime, the draft designs of the plaques are shown below.

DEDICATED TO OUR SQUADRON MATES WHO GAVE THEIR LIVES IN DEFENSE OF OUR COUNTRY FROM 3/10/43 TO 6/9/45.



BY THE VP-45 (VP/VPB-205/VP-MS-5) ASSN



DEDICATED TO OUR SQUADRON MATES WHO GAVE THEIR LIVES IN DEFENSE OF OUR COUNTRY FROM 11/1/42 TO 9/1/48



DEDICATED TO OUR SQUADRON MATES WHO GAVE THEIR LIVES IN DEFENSE OF OUR COUNTRY FROM 9/1/48 TO 11/1/98

BY THE VP-45 (VP/VPB-205/VP-MS-5) ASSN

These "Heritage Center Memorial Plaques" are to be a Silvaloy plate, 7" X 3 3/4", with black filled lettering. **There is to be a dedication ceremony at the museum whenever the plaques are ready. Dave Hume will coordinate the attendees from the Washington D.C. area. If any member would like to be present at the ceremony, or wold like more information, contact Dave or Tom Golder. Time is short, so don't delay.**

Pictures of the Reunion

Our association is again indebted to Ron and Mary Gailey for the superb picture coverage of the reunion. Below are some samples of the pictures that will be included in the display scrapbooks at the next reunion in JAX — 2000.



Lon and Mary Gailey



Don: I bet I can hold more beer.

Tom: Yeah, but my head goes further thru hair.



From the front: A Great Group of Guys.



From the rear: An Assortment of . . .

Colin Pomeroy Sends This

In June 1960 we (a Shackleton crew from 201 Squadron based at RAF St. Mawgan) were detached to HMS Sea Eagle, a Royal Navy shore establishment (read: concrete battleship ☺), in Northern Ireland at the Joint Anti-Submarine School where we did a week of lectures and training prior to some casexes and then a major exercise.

Because it was Royal Navy they ran this silly system of 'Liberty Boats' - i.e., you could only go 'ashore' at certain times (every 30 minutes, I think). Our crew arrived at the main gate to go into Londonderry for a few beers, only to be told that the Liberty Boat had left and that we couldn't 'go ashore' until the next one. We lined up in a row - 9 guys walking backwards and one guy as the coxswain facing forwards - and "rowed" through the gate. The RN were not at all happy about this and we were really in the dwang the next day! Keep smiling!

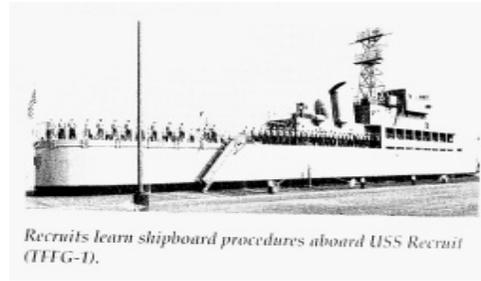
PS: The book is nearly finished - just one major chapter to complete!

(Ed. Note: Colin is writing a book about military ops in Bermuda and has included quite a bit about the Navy VP squadrons that were based there. He also has written a book about the now defunct Bermuda Railway.)

Have You Heard . . . ?

March 1999. Navy OKs San Diego's Land-use Plan for Takeover of Naval Training Center. Under the plan, the city gains 429 acres in Point Loma and intends to transform the property into an urban community containing waterfront parks, housing, schools, refurbished historic buildings, businesses, and art and culture centers. The city gave the land to the Navy about 75

years ago and the Navy closed the base April 1997. Negotiations are underway because the Navy wants some compensation for the millions of dollars worth of buildings at the site.



And This About the Navy, Too

Washington – The Navy is moving forward (?) with plans to privatize its weapons handling operations despite criticism that the proposal would compromise national security. The workers affected by the plan are responsible for loading and unloading weapons from the nation's warships and are located at a half dozen bases nationwide — California, New Jersey, Virginia, South Carolina and Washington State. California's Seal Beach Naval Weapons Station is the busiest weapons depot.

(Editor's Note. Since the Navy expects to "outsource" about 80,500 jobs and "save" \$8,000,000,000.00, there should be a lesson there somewhere. Bids will be reviewed by the Navy 1/1/01.)

Adak, Alaska

The Navy has a state-of-the-art intelligence base on Adak. There is also a large airport, a major hospital that has never been used, underground fuel storage facilities and the latest in fiber optics technology. In World War II, population there reached 90,000 and the PBY VP-45 spent some time there. The current VP-45 also has deployed

to Adak.

Now the facility (46,000 acres) is being turned over to the United Aleut Nation.



14 December 1998

Chuck,

Brought the newsletter packet on this trip to digest. Enclosed is \$100 for lifetime membership. Seems a bargain. I know my roster sheet is jumbled but I tried to include all VP-45 members and info I know of. I saw 11 or 12 names in the October Pelican Post that I knew there.

Thanks,
Arthur Carle

(Ed. Note: If anyone has addresses for prospective members, let the editor know and an invitation to join us will be sent along with a complimentary newsletter.)



On 22 January, Bob Donley, the first CO of the PBY VP-45, sent a note to say his address had changed to the one shown in the roster. He also mentioned he and Marge are now living in a retirement home (not an assisted living unit) and that it is a very nice place.

He thought the Association's gesture to donate a plaque at the Navy Memorial in Washington to preserve the memory of the squadron was truly great.

(Thanks, Bob. We wish you and Marge all the best. Keep in touch!!!)



8 February 1999

Dave:

Recently we met a charming gentleman at the commissary. We knew from his hat that he had been in VP-45 at one time, as had my husband. We struck up a most enjoyable conversation and exchanged names and addresses. His name is John Collins.

At his suggestion, we are sending dues and information about ourselves so we may get on the mailing list. Perhaps we will meet up with some old friends. Merle (Burkhart) was with VP-45 from January '78 until October '82.

Sincerely,

Micki Burkhart

(Welcome Aboard!!... and an AttaBoy to John!!!)



13 February 1999

Dear Ken,

I served as an aircrewman in VP-45 from '56 - '62 and must have just missed you, judging from the roster information Steve Riddle was kind enough to send me. Perhaps we'll meet at the next reunion which I will try my best to attend.

I would like very much to join the Association and am enclosing a check for \$10 per the instructions I received from Steve. Please let me know what else may be required so I can keep abreast of what may be going on with all the people I met in Bermuda. I have kept track with a few but there is no comparison with the huge group of names listed in the roster.

Very truly yours,

Dave Vincent

(Welcome Aboard to you, too Dave, and another AttaBoy to Steve!!! Members getting more members — it doesn't get any better than that.)



March 2., 1999

Dear Chuck,

A friend in Des Moines, Iowa recently told me about the PBYCIA organization and furnished me an application for membership that I sent in about two weeks ago. Yesterday, I received a packet from James Thompson that included their latest newsletter. On page 26 under ANNOUNCEMENTS I found reference to the VP-45 Association which greatly interests me.

I received my commission on March 31, 1944 as Naval Aviator 11399 at Pensacola. Following Operational at Jacksonville, I was assigned to VP(B)-45 from July 1944 to June 1945. We were first based at Belem, Brazil and moved to Bahia, Brazil on April 7, 1945. I was then assigned to VJ-16 in July 1945 until May 1946 where I also flew PBYs on occasion.

Membership in the PATRON FOUR-FIVE ASSOCIATION would be great as far as I am concerned. I have only seen one member of VP-45 since discharge in May 1946. Believe it or not, I saw him walking down a street in Maryville, Missouri some time in 1948; turned around and sure enough it was the John Shook I had known in Brazil!

I did correspond with Hjalmer Jordal for some years but he passed away about five years ago. I was assigned to his crew when I arrived at VP-45 headquarters. He had been an AP recently commissioned an ensign. He stayed in the Navy for a number of years after the war. He lived in Garden Grove, CA for some years before his death.

It would be a great thrill to find the names and present addresses of some of my good friends from long long ago.

Please send me the necessary application forms to join the PATRON

FOUR-FIVE ASSOCIATION.

By the way, BuNo 46602 is in my log book twice; first on 3/17/45 and for my PP1P check ride on 4/5/45.

Sincerely,

Roger D. Ferguson

In Memoriam



Helen (Mrs. Manny) Stockhaus
April 1998

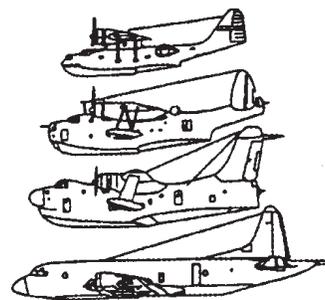
Mabel (Mrs. John) Crawford
August 1998

Thomas E. Lister (PBY 43)
November 1998

John P. Smith (53-55)
March 1999

Alan L. Jansen (49-52 & 63-65)
March 1999

Pelican Tales



OOPS!

Hoyt Ethridge writes: "Concerning the request of Jarrell Yates about the sinking of a VP-205 PBM at Johnston Atoll — well, I was there.

"If you haven't been to Johnston Island, then you and everyone else should go there. It was a stopover and

refueling point between the Hawaiian Islands and the South Pacific. There is not a native living thing on the whole rock. The only good thing about Johnston was the cold-cold beer!

“We were on our way to Siapan with twelve planes (PBMs). There was only room for two planes on the beach at one time. Each plane was pulled up on the beach to be refueled then towed out to a buoy and tied up overnight. A crew of three had to sleep aboard. Your plane could only stay on the beach if you had engine trouble. I could always find something wrong with my plane. With R2800 Wright engines there was always an oil leak somewhere. Sure enough we had an oil leak and were to stay on the beach overnight.

“I don’t remember which plane it was, but it had refueled and was going out for the overnight stay in the water. I was standing on the ramp as the plane began taxiing out. Someone forgot to close the tail hatch (for the youngsters, there is a hatch halfway between the aft end of the chine and the elevator that is about the size of a street manhole).

“Well, the second pilot wanted to enjoy the trip out to the buoy and it was the first time he had been alone at the controls. He was going to put the plane up on the step for a quick trip. When you gun the engines on the water, the tail always sinks into the water for a short time. If the tail hatch is open at that time, there is nothing to keep the water out of the tail section, so the plane began to sink.

“It was not a pretty sight to see a plane slowly sinking and three people climbing out the pilot’s escape hatch as the plane went down.

“The next day the other eleven planes went on to Siapan. They pulled the

sunken plane onto the beach, pumped the water out, drained the oil and gas tanks, dried the plane out, and ten days later it arrived on Siapan. Bad luck still, though. That plane was lost in the typhoon at Okinawa.

“Some day when I have time I will give you the correct version of the first flight of a VP-205 PBM. I was on it.

“I remember the big fight we had at Trinidad. No one was hurt because everyone was so drunk no hard blows could be thrown. The next day all was forgotten and no one could remember what the fight was about.”

With fond memories,
Hoyt Ethridge
ACMM (205 plank owner)

The seadrome is a special place, like a runway for landplanes. As such it is lined with lights on evenly spaced buoys that have to be lit and extinguished by boat for night operations. Instead of a crash truck standing by, there is always a crash boat standing by at the edge of the seadrome during any landings/takeoffs by the seaplanes. The crew of the crash boat is responsible for those lights and for sweeping the sealane of any debris that might damage the hull of the seaplanes. Here is the story of “one of those nights”.

“As a radioman, on duty nights (every fourth night) I would get either base radio or crash boat watches at Coco Solo. This night I was on the crash boat. Six iron birds that walk on water were returning from Norfolk.

“The crash boat would come from the boat house to a small dock by the hangar and pick up the radioman, then go out and light the buoys, sweep the sealane, and tie up to one of the buoys

and wait for the aircraft to splash down.

“As we waited, tied to the buoy, we received a call from the tower to proceed to the submarine piers because a car had been driven into the water. Some white hats returning from the club didn’t turn left or right at the intersection and went straight ahead into the drink. The USS Hazel, a net tender, and a PCE had searchlights on the area and a couple of heads had popped to the surface.

“We were moving pretty fast and came in between the piers, causing a big wake that washed the people high up against the seawall.

“About that time the tower recalled us to the seadrome because the planes were approaching, so we headed for our station on the other side of the sealane.



“To go back a bit, when we were alerted to the car accident and ordered to immediately assist in the rescue, we cast off the buoy in a hurry. We dropped the bowline and the coxswain two-blocked the throttles and we headed for the piers. When we were about in the middle of the seadrome the coxswain backed off the throttles, saying the boat was acting strangely. We panned around the boat in the water, couldn’t see anything, so the coxswain bent on the throttles again.

“On the way back to our station buoy there was a big black void where the light should have been. The planes

were landing after their fourteen-hour flight, so we took station and watched each safely touch down.

“We then went looking for the missing buoy and light. It seems when we dropped the bowline and hurriedly left station, the buoy and anchor line was across our bow. The boat, with all that power applied suddenly, pulled the anchor off the bottom. In the middle of the seadrome, when the coxswain reduced power, the anchor line was released and pulled the lighted buoy to greater depth. We could see the light down there. The buoy is probably still below the surface as we speak.” ☺☺

Submitted by Daniel Faas
ATC (Ret.) EE-2 & EE-9 '50 ' 54

October 1945 Aircraft and Crew Lost

From the VPB-205 War Diary, 2 October 1945:

“At 020707I (PBM) Bu.No. 59336, with Lt. G. D. LIZER, Patrol Plane Commander, and Rear Admiral W. D. SAMPLE and Capt. C. C. MC DONALD, Passengers, departed on inspection flight of local area. When the plane failed to return at scheduled time and efforts to contact same proved negative, Bu.No. 59265, Lt. DUFFY, and Bu.No. 59266, Lt(jg) MORGAN, were ordered to search area until sunset. Results were negative.”

The report continues that three more missions were launched that day; Lt(jg) Kelliher in 59001, Lt. Burger in 84610, and Lt(jg) Leete in 59013. Negative results. The next day eight search missions were flown with negative results.

Appendix C contains the REPORT OF MISSING PERSONNEL.

“On 2 October 1945, the squadron suffered what was to be its greatest tragedy of the Pacific tour. On that date Lieutenant Gilbert Delos LIZER, with Ensign Kazimer OLENSKI as co-pilot, departed on a routine surveillance flight in a PBM-5, bureau Number 59336. Passengers for this flight were Rear Admiral W. D. SAMPLE, USN, and Captain Charles C. MC DONALD, USN. The crew consisted of:

Frank Frederick KISSINGER	AMM2c
Jack Conrad MALLORY	AMMF3c
Herbert Andrew KILGOUR Jr.	ARM2c
Donald Harry HAWTHORNE	ARM3c
Luther Earl SHAW Jr.	AOM3c
Albert "J" SCHALE Jr.	AMMF3c
Robert Herbert JOHNSON	S1c.

“The takeoff was at 0702 on the morning of 2 October 1945 and at 0755 the plane was observed heading away from Kobe which is some 30 miles to the North of the takeoff area at Wakayama, Japan. That was the last contact with the plane either by radio or sight. At 1500, the estimated time of return of the plane, attempts were made by the control tower to contact it by radio. When the tower was unable to establish communications with the aircraft, two planes were dispatched to make a thorough search, but to no avail.

“The following day the search was resumed by every available plane and man was continued, weather permitting, until 13 October 1945, when, with all results negative, the search was ordered discontinued and the above named men were declared missing.”

As stated above, **Lt(jg) Brad Leete** was the PPC of one of the search aircraft. He had this to say about what he calls a “Needless Tragedy”:

“In October 1945 USS St. George and VPB-205 had moved from Okinawa to Wakayama, Japan.

“On one particular day, Lt. G. D. Lizer, who was the Flight Officer, approached me and said, rather sarcastically, ‘Leete, there’s an admiral flying with us tomorrow and I’m not going to let him fly with you . . . I’m going to give him a **good** flight.’ I shrugged it off because, with his position, there was nothing I could do about it.

“The next morning, Lt. Lizer, his crew and the admiral, took off, followed one minute later by our flight. (WWII had ended and one of Lt. Lizer’s co-pilots had enough discharge points, so he did not have to fly, but he volunteered.) I do not know the purpose of the admiral’s flight, but I suspect it was to get the flight time for extra pay.

“We each went our separate ways on what appeared to be a most gorgeous, picturesque day. The only problem was that it was unusually turbulent. Remembering my earlier training, I made flat, skidding turns most of the day to keep my wings level. After the end of our flight, we were being taken by personnel boat back to St. George. I looked up and saw a large number of people lining the railing and looking down upon us. I wondered what I could have done wrong, but what they wanted to know was whether we had seen or heard from the other plane. The answers were negative.

“For days afterward, ASR flights were dispatched but nothing was ever found. We will never know what really happened that day but, because of my experience, I strongly suspect the weather was a factor.

“On my final Navy flight on Decem-

ber 22, 1945, I arrived back at NAS Norfolk, and my CO approached as our plane was being towed onto the ramp. He said he could get me home for Christmas if I signed up for six more months. I said, 'No, Sir, I've missed three already; one more won't make that much difference.' I was partly influenced by what happened on that day in October.

"I arrived home in Massachusetts on December 28th and celebrated Christmas three days late."

Brad Leete



Lt. Owen Duffy also piloted several search flights and has added his recollections:

"My crew was stand-by for Lt. Lizer's 8 hour Orientation flight. His orders were to report his position every hour. At approximately 1000 I went to the ship's radio shack and requested Lt. Lizer's last reported position. I was told there were no communications since takeoff voice radio. The flight was now out two hours. Ship's radio tried to reach them with no luck.

"I alerted my skipper and we approached the ship's Captain. I told him of my findings and requested permission to takeoff and search. Request denied. I went through the same procedure at about 1200 with the same answer.

"At approximately 1630 I was ordered out to search; the flight was overdue at that time. My takeoff was good until I was about 45 feet airborne, still in good attitude, when we were hit by a strong downdraft, slamming us down on the sea doing about 100 knots — fast approaching the reefs at the mountain

approach. I gave full itch and throttles and made a radical 90-degree starboard turn just above the water.

"Because of eminent approach of darkness, my flight was limited to 1 hour and, upon landing, was forced to search out a buoy with the aid of an Aldis Lamp.

"I'm positive Lt. Lizer's flight was terminated on or shortly after takeoff. And I'm sure he was overtaken by a downdraft.

"Navy records will reveal the name of the mountain (ref. Adm Sample) on which the wreckage was found in dense forest in 1946, 1947 or 1948.

"The crash was Operational and NOT pilot error. If Lt. Lizer had the time I had, there would have been no trouble."

Owen Duffy
USNR 129965

I am recovering from a 6 by-pass surgery on August 14, and regret I won't attend the reunion.

(Ed. Note: Hope all goes well, Owen, Godspeed.)

The Editor thanks both Brad and Owen for their first-hand recollections of a tragic event. Hopefully the Navy Historical Center will be able to add more to the final chapter of where, how, and what happened. We await their response to a request for info. If any member can add any details to this tragic event, please consider sending your recollections to the Editor for inclusion in our archives and a continuation of this article.



And There Is More . . .

The following additional information was provided by **Jarrell Yates**, who received it from Dominic Gangmi — who received it from Walt Posey:

An article in a May 1948 Arlington, Virginia local newspaper states, in part . . . An admiral and his naval air crew, who died together in a plane crash in Japan, were among 16 Navy war victims reburied in two graves in Arlington Cemetery yesterday.

Rear Admiral William D. Sample of Atlanta, Ga., a wartime aircraft carrier skipper, was killed when his patrol plane crashed near Honshu on October 2, 1945. Others who lost their lives in the same crash were buried with him.

The article lists, in addition to the admiral, Captain McDonald (commander of the aircraft carrier Suwanee), Lizer, Olenski, Hawthorne, Kilgour, Kissingner, Mallory and Schale. Others from the crash were not mentioned. The article pictured a grave marker with the above names on it.



Bruce Barth, PBM historian, added one vital piece of the story when he responded to the editor's query. He sent word that, according to some old damaged microfilm, PBM-5; BuNo 59336 of VPB-205, missing on patrol 10/2/45; was found 19 November 1948 five miles northeast of (Hmoa Mountain ?), Honshu, Japan.

~~David Vincent is a new member~~ (58-62) and sent this sea story:

Actual ICS dialog while on patrol over mid-Atlantic:

"Pilot — Afterstation." (From crewman

needing permission to perform one of his duties.)

“Wait.” (From LTJG pilot in the middle of a joke to co-pilot)

Time goes by

“**Pilot – Afterstation.**”

“**Wait.**” (Same call and reply 4 times in a 3 minute span.) (Finally . . .)

(In an extremely condescending tone)

“What is it, afterstation?”

(Reply) “It’s OK, sir; we put the fire out.”



From The Editor’s Desk



Association Officer Profiles

Our president, Tom Golder, mentioned, after the reunion election of new officers, that it might be a good idea to publish a profile of the officers since our membership is spread over a large area and years. Herewith are those profiles as submitted by the individuals:

Tom Golder:

President. Served in the US Coast Guard Reserve 1951 to 1955 as a Seaman Apprentice and then joined the Navy as a NavCad in class 32-55. He was commissioned and designated a Naval Aviator at Hutchinson Kansas in March 1957.

In June 1957 he reported to his first duty station, Airborne Early Warning Squadron Two (VW-2) at Pax River, MD where he earned his PPC title in the Lockheed WV-2 “Connie”.

He then reported to Naval Aircraft Torpedo Unit, Quonset Point, RI, in June 1960, flew the S-2, P-2V-4F (and *tried* to “fly” the HSS-1). His billet was Personnel Officer in this 60 man R&D unit, developing torpedo drop hardware.

It was then on to the University of RI to qualify for the US Naval Postgraduate School at Monterey, CA, and spend two years there, 1962-1964, earning a BA degree in International Relations.

He became a VP-45 Pelican in February 1965, and was Training Officer the whole tour, departing in 1967. Made PPC in the P3-A.

Then to the USS Independence (CVA-62), Norfolk, VA as Guided Missile Officer, Ordnance Officer, PAO Officer and Fleet OOD Underway. Made LCDR. Then to the War College in Newport where he earned a MA degree from George Washington University.

VX-1 was the next destination, where he flew the P-3 A, B, and C, and was Administrative Officer and Operations Officer. He next reported to Training Squadron TWO (VT-2) at Whiting Field in Milton, Florida as XO and CO, flying the T-28.

In February 1975 he reported to the USS Saratoga, Mayport, FL as Gun Boss, then back to the War College for the Senior course, and in September 1978 went to Tehran, Iran as part of the Technical Assistance Field Team (TAFT), trying to establish an integrated logistical system in the Iranian Navy. The revolution put an end to that tour in February 1979 and he spent six months on Long Island giving talks to the High Schools and Colleges on the “Iranian Experience” (his family living with his father-in-law since everything they owned was in Tehran) and then

went to OPNAV-63, Foreign Military Sales the Iran Branch, which later re-organized into the Middle East Branch, selling to Israel, Egypt, Kuwait, Saudi and others.

In July 1982 he reported to Field Command, Defense Nuclear Agency, at Kirtland AFB, where he was Director of Inspections, running six teams of inspectors around the world inspecting USN, USAF, USA, and USMC nuclear capable units.

He retired in October 1985 and lives with his wife, Susan, in Albuquerque, New Mexico.



Charles “Chuck” Comeau:

Our vice-president comes from Haverhill, Massachusetts. He was graduated from Holy Cross College, got married and went off to flight training and eventually arrived in Bermuda in early 1962. He was in the squadron when it moved from Bermuda to Jacksonville, and transitioned from the P5M (SP-2) Marlin to the P-3 Orion.

In 1965, he left the Pelicans of VP-45 and went to VP-30 at Patuxent River until 1968, leaving active duty to join American Airlines.

He served in two Reserve P3 squadrons and is a retired reservist.

He retired from American Airlines in May after 30 years, with the last 10 years in Miami as Superintendent, Flight Standards, and Check Airman on the B-767 and B-757.

He and his wife, Suzanne, have three adult children and four grandchildren, and live at Amelia Island Plantation, near Jacksonville.

He will be responsible for planning the next reunion! ☺ ☺ ☺ (Oct 2000)



Dave Johnson:

Treasurer. Entered the Navy from Evansville, Indiana in December, 1951. After going to several schools, including the Aviation Machinists Mate school, in Memphis, Tennessee, he was assigned to Sangley Pt., in the P.I. Next, he was transferred to VP-1 at Whidbey Island, Washington where he was a flight crew member until November of 1954. He was then accepted into the Naval Aviation Cadet Program and entered flight training, at Pensacola in December of 54.

VP-45 was in the process of moving from Panama in September of '56, when Dave reported aboard NS Bermuda for his first duty as an Aviator.

In March of '59, Dave was transferred to VP-56, in Norfolk, then to the Norfolk detachment of the VP-30 RAG (Replacement Air Group). When the Norfolk detachment of VP-30 was sent to Jacksonville in 1961 to join the parent squadron, Dave went to NAS Corpus Christi as a flight instructor in P-5's. He spent a total of 7 1/2 years in P-5's and had some 3700 hours in them when he was transferred to the USS Yorktown, as the Assistant Navigator.

In 1966 Dave was transferred to VP-19, at Moffett Field, flying the P-3's. Then to NAS Whiting Field to instruct in Basic training in the T-28 for 3 or so years, after which he was transferred to Rota, Spain, in November, of '71, flying the C-130.

Dave retired in Spain, in 1975, and then was employed in Nashville, at Aladdin Industries, then to Manitowoc, Wisconsin, to work for Oil-Rite Corp. In 1979 he moved to Pensacola, where he was a Real Estate Broker until he retired in 1992. Plays golf and bowls,

works in Bingo for the Elk's Lodge and enjoys his grandchildren. His wife, Marcie, died in April of 1998.



Charles "Chuck" Caldwell:

Chuck has been Secretary and Newsletter Editor since 1991, when he relieved Association co-founder Jay Thomas. He entered the Navy as a NavCad (on Friday, 13 February 1953), class 21-53, after attending LSU for two years.

He joined the Pelicans of VP-45 in October 1954 in Coco Solo, Panama, and soon made PPC. Shortly after the squadron moved to Bermuda, he and Joan were married and spent their first year of marriage on that beautiful Isle of Bermuda.

After a tour at Training Squadron Three (VT-3) as a basic flight instructor in T-28 (formation and radio instrument) and as Line Maintenance and Quality Control Officer, he was ordered to the nucleus crew of USS Constellation (CVA-64), being built in Brooklyn, as Carrier Control Approach Officer. "Connie" burned at the pier and, due to the delay in repairs, Chuck was ordered to USS Hornet (CVS-12) in Long Beach. He was the senior air intercept controller and CCA Officer, and qualified as Underway OOD.

Next tour, in 1962, found him in VP-1 at Whidbey Island for two years in the P2V-7 (SP2H), deploying to Alaska, Japan, and a month at DaNang, Vietnam, flying support for the River Patrol Forces.

A tour at the US Postgraduate School at Monterey followed, from 1964 -67, where he earned a BA degree in Government/International Relations and a diploma from the Aviation Safety Officer course.

The family was next in Corpus Christi, Texas (VT-31) for only fourteen months, but enough time for Chuck to qualify to take student aviators aboard the carrier in S-2 type aircraft, and be promoted to CDR. That promotion caused early orders in the fall of 1998 to the Staff, Commander Alaskan Sea Frontier (COMALSEAFRON) as Operational Plans Officer in Kodiak until 1971.

The final Navy location for the family was at NAS Kingsville, Texas, where Chuck was Aircraft Intermediate Maintenance Department Head, and a final year as XO. He retired 1 June 1973 and he and Joan now reside in Alpine, California.



**PBY 45 – P – 3
BuNo 46602**

The PBY recently reconditioned at the Naval Aviation Museum in Pensacola, as most are aware, was assigned to VP-45 in Belem, Brazil when it was new. Several members have written with their recollections of either the plane itself or their flying in it. More about that later. The Editor has been in communication with a PBY historian who can add quite a bit to our known history of the aircraft. Here is what he had to add:

It (45-P-3) is known to have operated in Canada as CF-FFZ, with the water bombing company Flying Fireman. Prior to this it had been registered as N6071C but its immediate post war history is obscure, so there may well be something to the theory that it was used by some Brazilian company. It is unusual in that it was at some stage fitted with the large 'Davis' fin and rudder normally associated with Super Cat conversions but without that version's usual Wright Cyclone engines.

Its latest US registration is N607CC, allocated in 1986.



Tom Cerrone was a crewmember on the delivery flight. Here is his recollection:

“As indicated in the VP-45 War diary we went to Norfolk to ferry a new PB5Y-5A back to Belem; however, as the plane would not be ready for several days, Lt. Schwarze was able to get us two weeks’ leave. We returned to Belem with the new PB5Y-5A shortly thereafter. Besides the enlisted crew, the co-pilot’s last name was Madden. I’m sorry I don’t recall the name of the second co-pilot. Also on the flight was Al Caulk, who was the AOM crewman on that Ascension Island crash. Al and I were stationed in Jacksonville NAS when we put in for sea duty. Shortly after the request was made, we were assigned to VP-45.

“Although Belem, and later Bahia, were our home bases, our patrols were scattered so we operated from several other bases in the South Atlantic. As a result when we returned to our home base I don’t recall ever seeing more than five or six planes on the tarmac.

“Lt. Schwarze made our New Years Eve 1944 bearable at NAS Receife. It was about 2200 when he came into our tent with a bottle of whiskey and wished us a Happy New Year. We all slept a bit more comfortable that night.

“Thanks again for keeping me informed about VP-45.”

Sincerely
Tom Cerrone

★ ★ ★
**First Flight
VP-45 (PB5Y)**

In past newsletters we have chronicled the first PBM flight in VP-205, the first P-3 flight for VP-45, and now **John Crawford** tells us of probably the first PB5Y flight for VP-45 in 1943.

“On April 20, 1943 I transferred to VP-45. On 22 April, at Seattle, the squadron received six brand new PB5Y-5s, fresh from the factory. Everyone spent a day of scrounging for gear. Our plane had only one five-foot diameter sea anchor — we had to beach with that. Much other usual equipment was not on board either, but on 24 April we took off for Sitka then Kodiak en route to Attu in the Aleutians.”



**VP-45 (PB5Y)
History**

A narrative history of the squadron was written some time ago by **LT W. H. Maxwell** and **LT E. H. Johnson**, both of whom were in the squadron. That history was printed in an earlier *Pelican Post*.

Roger D. Ferguson read it and sent a copy of one he wrote based on the one originally published here. Both are excellent recollections squadron operations from 1943 – 45.

The Association also has the official War Diary of the PB5Y VP-45 in our archival files. It was copied from a microfiche obtained from the Naval Historical Center and printed by **Mort Eckhouse** on a library microfiche copier. The print quality is poor due to the age of the original when copied to microfiche but, if anyone would like to borrow the microfiche and try to either copy it better or have it commercially copied so it would be more readable,

just ask the Secretary.

In the meantime, we’ll try to print the version sent in by Roger in the next newsletter.



Pensacola’s Trader Jon’s

You may have already heard that Trader Jon’s is being closed, dismantled, and sold off.

To preclude just anyone from buying Trader’s, a group is in the process of setting up a ‘not-for-profit’ foundation with the intent of purchasing, renovating, refurbishing, and reopening Trader Jons, the institution....AS IS!

February 8, 1999
Pensacola, Florida

Trader Jon’s Preservation Squadron,
Update 2:

Dear Friends of Trader Jon’s,

The Trader Jon’s Preservation Squadron is doing very well. Over five hundred of you have generously answered the call for donations, raising our capital account to over \$50 thousand! With donations continuing to come in, we are preparing to enter negotiations with the Weissman family for the purchase of Trader Jon’s.

Of course, we are a long way from reaching our initial goal of the total purchase amount, and even further from the long-range goals for renovation and restoration, but we are pleased and grateful for the way things are starting.

To all of you who have stepped up with donations, the Squadron extends its great appreciation. You will receive Plank owner certificates in the mail, recognition of your original membership in the Squadron. For those who have not yet contributed, please don't wait. The sooner we reach our goals, the sooner we can begin work to revitalize and reopen Trader's.

A great many of you have reached out with help for the Squadron in various and unique ways deserving of special thanks and recognition. Be sure to visit the new and constantly updated website: www.traderjons.com.

There you will find all the information on the Trader Jon's and the Squadron, a trading post for buying great Trader's T-shirts and ball caps, provisions to send anecdotes and communications to the squadron, and many other interactive features. The site has received over 10,000 "visits" already and has garnered many accolades from both amateur and professional internet users.

Trader Jon's and the Squadron have been featured recently in Navy Times, the latest issues of the Tailhook Association's Hook magazine and Naval Institute Proceedings, the Pacific Flyer, a widely distributed AP wire story by Bill Kaczor, a Jeff McNelly "Shoe" comic strip, and the Pensacola News Journal. We are working with a writer for the Smithsonian Institution Air & Space magazine.

We are actively seeking corporate sponsors. In return, corporations will receive permanent recognition as a part of the reconstructed and renovated Trader Jon's. Please give us your ideas in this regard. We could especially benefit from personal representatives to or within large companies such as Boeing, Northrop Grumman, and Sikorsky.

We are grateful for your continued support. For those who haven't yet, please send your contributions to:

Trader Jon's Preservation Squadron, Inc. c/o First Navy Bank 180 Taylor Road Pensacola, Fl 32508.

The Squadron JAG officer, Gary Huston, is working on our 401c.3 application for tax exempt status which we expect to receive in 1999.

You can contact us anytime at <rstumpf@traderjons.com> or <kbolin@traderjons.com>.

(Update #3, dated 17 March, is on the web page for those who would like to pursue the information trail.)

Pelicans In Action



From The Skipper's Office

9 March 1999

Greetings from the tri-site deployment! I'm pleased to announce that the Pelicans have safely assumed the maritime patrol watch in Puerto Rico, Panama, and Iceland. We have been in place and operating since the 2nd of February.

The Pelicans are performing brilliantly! Our aircraft are up and ready for the mission; the aircrews have already executed successful drug interdictions and highly visible operations with our allies.

The entire team is displaying PELICAN PRIDE at every opportunity. Our Icelandic Pelicans have already successfully operated from detachments in Norway and Scotland. Caribbean Pelicans have operated from Curacao and Aruba. I could not be more proud of VP-45.

Greg Miller CDR USN

Ed. Note: The VP-45 change of command was held at Roosevelt Roads, PR, on March 19. The new Commanding Officer is CDR Patrick M. Mills (NFO). The new XO is CDR Dennis J. Sinnott. (Pilot). CDR Miller has been ordered to Naples to be Assistant Chief of Staff for Operations, CTF 67. That is the VP and housekeeping slot for Sixth Fleet.

TREASURER'S REPORT



Beginning Balance

Sept 1, 1999 \$20,693.30

Income

Dues/Donations\$	1890.00
Interest	197.70
1998 Reunion	2629.19
Total Income	\$ 4,716.89
Total Capital	<u>\$25,410.19</u>

Expenses

Printing/Postage	\$845.72
Donations	
Naval Aviation Museum	5000.00
Naval Historical Found.	5000.00
Bermuda Maritime Museum	250.00
Miscellaneous	257.40
Total Expenses	<u>\$11,353.12</u>
Ending Balance	
March 4, 1998	<u>\$ 14,057.07</u>

D. R. Johnson
7814 Bay Meadows Drive
Pensacola FL 32507-1518



Rear Admiral Leonard A. “Swoose” Snead, USN, (Ret) [VP-45 '50 – '53]

RADM Snead graduated from the U.S. Naval Academy in 1946 and was initially ordered to the Light Cruiser USS SPOKANE. He was detached 2 1/2 years later for flight training at Pensacola — and received his wings of gold as a Naval Aviator in 1950. **He served with PATROL SQUADRON FORTY FIVE until 1953**, returning to Pensacola as a flight instructor. In 1956 he reported to the STAFF, COMMANDER CARRIER GROUP THREE, as the Admiral’s Flag Lt. and was deployed to the Western Pacific for operations with the SEVENTH FLEET in the aircraft carriers ORISKANY / YORKTOWN / WASP / HORNET. In November 1957 he joined HEAVY ATTACK SQUADRON SIX and again deployed to the Western Pacific aboard USS RANGER, flying the Navy’s long range nuclear delivery aircraft, the A-3D SKYWARRIOR.

In 1959 he reported to the Naval War College at Newport, RI, as a student. He was next assigned to the NAVAL AIR TEST CENTER and attended the Naval Test Pilot School. He remained at the Test Center until July 1963, serving as a project pilot in the Flight Test Division and later as Head of the Flying Qualities and Performance Branch.

In 1964 he assumed Command of ATTACK SQUADRON SEVENTY-FIVE, the Navy’s first fleet operational A-6A squadron. In 1965 he deployed to Vietnam and led the “SUNDAY PUNCHERS” of VA-75 in strikes against targets in North and South Vietnam, operating from the deck of USS INDEPENDENCE. In 1966 he transferred to Command of ATTACK SQUADRON FORTY-TWO, the A-6A training squadron. He next joined USS INDEPENDENCE as Operations Officer, and deployed to the Mediterranean Sea for unit and NATO exercises with the SIXTH FLEET.

From June 1967 to August 1969 he was the A-6A AIRCRAFT PROGRAM COORDINATOR in the office of the Chief of Naval Operations. He was next ordered to Command of the ammunition ship USS DIAMOND HEAD. In November 1970 he assumed Command of the aircraft carrier USS FORRESTAL and immediately deployed to the Mediterranean Sea for operations with the SIXTH FLEET.

RADM Snead was selected for Flag Rank in February 1971, and in July he was ordered back to Washington for duty as the Program Manager of the Navy’s newest Fighter Weapons System, the F-14 Aircraft / Phoenix Missile / F-401 Advanced Technology Engine. In 1974 he transferred to the Navy’s Master Jet Base at Miramar, CA, as COMMANDER FIGHTER/AIRBORNE EARLY WARNING WING PACIFIC which included the famous TOP GUN School. He entered retirement from that assignment in 1976.

RADM Snead has flown 55 different models of aircraft, representing a broad spectrum of U.S. Navy, British and French aircraft, and was closely associated with the development, testing, and fleet introduction of the A-6A attack aircraft and the F-14 fighter aircraft. He is a life member of the SOCIETY OF EXPERIMENTAL TEST PILOTS, and THE GOLDEN EAGLES.

Upon his retirement from the Navy in 1976, after 30 years of commissioned service, Swoose joined the Grumman Corporation and was immediately assigned to the London Regional Office which encompassed all of Europe and the Middle East.

The Iranian Government purchased 75 F-14 Fighter Aircraft from Grumman and in 1978 RADM Snead was appointed Managing Director of all Grumman operations in Iran. After the fall of the Iranian Government, he returned to London and was appointed Vice President of the Grumman Corporation, becoming Director of Grumman’s operations through

out Europe / Middle East.

After five years in London and Iran, Grumman shifted the Regional Headquarters to Paris in June 1981, where Swoose and his wife lived until July 1982. At that time he left Grumman and joined Pratt & Whitney in West Palm Beach, Florida, as Manager of Navy Programs. He was appointed Vice President of Pratt & Whitney on 1 July 1983 and retired from P&W in 1992.

RADM Snead married the former Bette Sandruck of Baltimore, Maryland, in June 1946. They have four children, listed below, and 11 grandchildren:

Commander L. A. Snead III, USN (Ret), a Naval Aviator and graduate of George Washington University, resides with his wife and four children at their home in Burke, Virginia. His wife, Susan, is also a graduate of George Washington University. CDR Snead retired from the Navy in 1994.

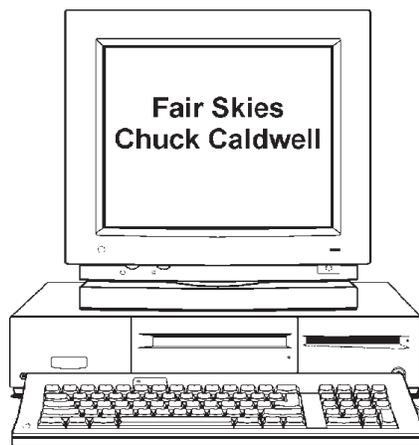
Commander J. C. Snead, USN (Ret), a Naval Aviator and graduate of the U.S. Naval Academy, resides in Va. Beach, VA, with his wife and two children. His wife, Susan, graduated from Virginia Polytechnic Institute. CDR Snead retired from the Navy in 1995.

Michael Snead Heisey married Lieutenant Commander Philip Heisey, U.S. Navy, also a Naval Aviator, who now works for Lockheed / Martin Marietta. They reside with their three children at their home in Woodbridge, VA. She graduated from Jacksonville University and her husband graduated from the University of Dayton and holds a Master's degree from Stanford University.

William P. Snead graduated from the Newhouse School of Public Communications at Syracuse University and is pursuing a career in Public Communications in Chicago. His wife, Lisa, is also a graduate of Syracuse University Newhouse School of Public Communications. Paul and Lisa and their two children live in Mt. Prospect, IL.

Have you moved? Has your telephone number changed? Is there any change or addition to your data in the roster?

Please let the Secretary know any time any of the above data changes. Newsletters will be forwarded to you if you move, but at a cost to the Association by the Postal Service. The 911 system dictates some address changes, and the telephone area codes will change as more numbers are added. Keeping the Secretary informed will make his job easier and keep your record up to date.



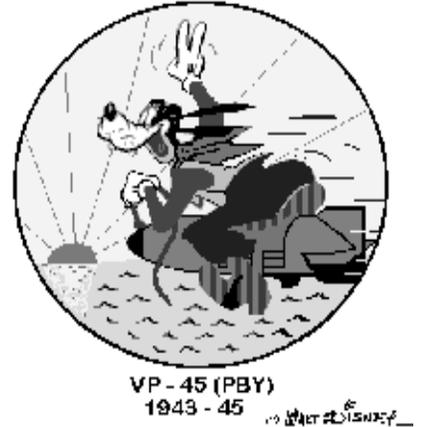
Every Member Get A Member!!!
For our Association to continue its steady growth, members can be a big help by recommending squadronmates who are not in our roster.

Send your nominations to the Secretary and a complimentary newsletter and letter of invitation to join will be mailed to that person.

Or

Tell the friend of our group and suggest he send for information.

C. B. Caldwell, Secretary
PATRON FOUR FIVE ASSOCIATION
1061 Arnold Way
Alpine CA 91901-2721
Tel: (619)445-5072
<cbc@cts.com>



THE PELICAN POST

OF THE

President Tom Golder
Vice President Chuck Comeau
Treasurer Dave Johnson
Secretary/Newsletter Editor Chuck Caldwell

Newsletter #24

October 1999

PLEASE READ THIS

ALL HANDS: Dues are \$10 per year 11/1 to 11/1 (\$40 for five years and \$100 for life). Roster and e-mail addendum are included for members personal use only. If you change your address please inform the Editor so we will be spared the charge the postal service makes for each correction notice. If this edition is forwarded to you by the postal service, we will automatically receive your new address and be charged for the service.

PRESIDENT'S MESSAGE



Tom Sez . . .

There are many important and informative items in this issue of *The Pelican Post*. Your Vice President, Chuck Comeau, has been hard at work on the Year 2000 Reunion in Jacksonville and has important information for all Pelicans planning to attend. Also of interest to all, the U.S. Navy Memorial Foundation in Washington, D.C., with the help of your Officers and others, designed three plaques which were mounted on the wall of the Rotunda in memory of our squadron comrades who have given their lives for their country. Captain Dave Hume (C.O. 1964-5) volunteered to assemble a group of Pelicans from the Washington, D.C. area to dedicate the plaques. (See more coverage of the dedication ceremony elsewhere in this issue.) I would like to thank my former Skipper and those who attended the dedication ceremony for their support. (And will the Phantom Photographer who took pictures please come forward and be recognized!)

As is always the case, we welcome new members, so if you know a Pelican who is not a member, please let us know and we will be glad to make contact with him (or her!).

Make your long range plans now for the reunion in JAX! See you there!

Tom Golder

Notes From All Over



Correction, Please.

1. In the last newsletter, on page 4 in the first column under "Memorials To Navy Museum" change the word *Historical* to *Memorial*.
2. Page 6 column 3 "In Memoriam" change *Mrs. Manny* to read *Mrs. Al. Add Manny Emrich, June 1998*.
3. Page 11 column 3, second paragraph line 7 change *1998* to *1968*.

The Editor regrets the errors.

My One (and only) Flight in a BDA Air Force KC-97

In 1957, I was the first from our squadron to visit with the US Air Force refueling squadron there in Bermuda and go on a mission — and in return, VP-45 hosted Air Force crews on one of our flights. I have to tell you about my Air Force experience . . . I hope you will find it amusing.

Arrive at Kindley AFB at 0 dark-thirty in the morning, in flight gear (bring your own Mae West!). Stand around for about an hour waiting for the briefing to conclude (I was EXcluded — security and all that). Meet the pilot, a very officious first lieutenant (I was a LTJG and a Plane Commander), and get briefed by the co-pilot — “. . . touch nothing and don't move without permission” is about all I remember. This was to be a KC-97 mission of about six planes to re-fuel a couple of B-47s going east across the ocean.

I was very impressed to see that every

engine was started only after some person in a jeep stopped in front of each engine in each plane! Wow! What discipline and organization! We were told when to taxi from the chocks and when to line up for take-off. Brakes were released only when the tower gave a signal — and the response was to be immediate! OK (graded by the second, I was informed). I had time to talk to the flight engineer, who must have been old enough to be my grandpa and really knew his job. When I told him most of our pilots had experience handling the panel of the PBM and the P5M before qualifying as a PPC, he was impressed, and we talked engine stuff at length. He gave me a complete check-out on his panel and I was impressed! He also told me I was not provided with any box lunch or other food since I was not in the crew and no one had thought to order extra rations. Again I was impressed, but not much! ☺ We climbed to, as I recall, 23,000 feet for the mission, in formation of sorts.

After our level off at cruise altitude, the FE said he had to go check on the boom operator and some equipment aft, and I could sit in his seat and watch the gages if I liked. I accepted. While he was gone, the Aircraft Commander looked back and almost had a fit when he saw me sitting at the panel. The FE really got chewed out! I finally was asked if I would like to look out the cockpit window for a couple of minutes — couldn't see much except water, clouds and the other planes, and neither pilot seemed to want to chat, so

I went back aft to commensurate with the friendly Flight Engineer.

About that time, the #4 engine let out a bang but was running just fine (all gages normal). The FE said a naughty word and inched the mixture up a bit (a tad too lean), but the AC reached up and punched the feather button without a howdy-do to anyone or any warning. The FE said some *really naughty words* then! And the AC began dumping fuel while turning around to go back to base. (Of the six or so planes that were to go on the mission, two didn't get off the ground and we were the second to turn around without completing the mission.) Anyhow, I was astounded to see us go back at 22,000 feet and dump all that fuel to stay up high. The Navy would probably have skinned a PPC alive for that, and his fellow aviators would never let him forget it!

When we shut down, the FE was still livid and, when the troubleshooters swarmed over the engine, nothing wrong could be found (I stayed there to see for myself). The co-pilot told me good-bye, so I went back to the Naval Station. Must have been about 4 PM by then and I was pretty hungry ☺. I didn't go back for another “lesson”.

When the AF pilots visited us, we put them in the pilot's seat for some maneuvers . . . even let them shoot some rockets — and even had a complimentary box lunch for every person! They were *very impressed!*

A Bit of First-Hand History

By: Roger Ferguson

The Secretary/Newsletter Editor has stated that there are but a few stories about VP-45(PBY) from the 1944-45 era and that anything remembered would be a welcome addition to VP-45 history. While not nearly as gripping or poignant as the adventures of VP-45 while flying in the Aleutians, memorable things did happen on occasion in South America. It is certainly not my intention to start a controversy or to brag in this next statement. It is, however, just barely possible that I saw as much or more of Brazil, spent as much or more time in the air and put as many or more miles behind me than any other pilot while assigned to VP-45 in South America. The following paragraphs contain some stories of various interests from my VP-45 flying adventures.

I was assigned to VP-45 following Operational Training at Jacksonville in PBYs and arrived in Belem, Brazil on or about July 10, 1944. Almost immediately, I was assigned to the crew that had Ensign Hjalmer Jordal as PPC and Lt.(jg) Boynton as 1st pilot. The names of members of the aircrew escape me, except I believe there was one whose last name was Gillis who hailed from Arkansas. My first flight with Jordal's crew was for 9.5 hours of convoy coverage on July 15, 1944. In late July, Jordal's crew was notified of assignment to detached duty to ferry Naval Aircraft Factory PBNs from Elizabeth City, North Carolina to Kodiak, Alaska, where they were turned over to the Russians. We made two trips and I logged 201.7 hours in the two PBN's, A.T.C., N.A.T.S. and HEDRON 5-2 aircraft between August 6th and October 3rd. There was at least one other VP-45 crew that was assigned this same ferry duty but I do not remember which one. (If *you* were on the other — or these — flights, the

editor would like to hear from you.)

On October 6, 1944, we resumed our regular VP-45 duties in Belem. On October 22, 1944, we were assigned detached duty on the Brazilian penal island of Fernando de Naronha, located about 250NM ENE of Natal, Brazil. On October 25th, we made a barrier sweep of 10.0 hours to the 24th meridian and back looking for a German submarine. We made another sweep of 8.6 hours on the 27th. On November 2nd, we went from the Island to Recife and on the 3rd from Recife back to Fernando de Naronha. Again on the 8th, we flew from the island to Recife, and back to the island on the 9th. The reason for these two trips is not logged in "remarks" and completely escapes me, although the "character of flight" is logged as "C". That would indicate some type of training. We returned to Belem on the 10th.

As I previously wrote, on November 30th, Jordal and I were given permission to fly in an Army OA10A (PBY-5A) from Belem to Manaus, Brazil, with an outbound stop at Santarem. Landings at both places were in the Amazon River. We returned to Belem on December 1st. On December 7th we began our "Rest & Relaxation" trip to Rio de Janeiro with a stop the first night at Fortalaza. On the second leg, we stopped on the 8th at Bahia and on to Rio on the 9th. Our 11 days or so in Rio were wonderful and memorable. We saw and did many things both in the downtown area and on the beach. For instance, I attended a performance at the famous opera house and rode the cable car to the top of Sugar Loaf. We left Rio on the 21st with stops at Bahia and Recife and arrived at Belem on the 22nd.

On the 29th, I was reassigned to Lt. Logan's crew. One way to see a lot of Brazilian jungle in a most boring fashion is to fly "search"

patterns looking for a missing airplane. Generally this consisted of flying to a specific location, then flying successive east-west legs 10 miles apart until 60 nautical square miles are covered. You would depart a point, fly sixty miles along an east-west line, make a 90 degree turn, fly 10 nautical miles, make a like turn and fly 60 NM and repeat those turns and legs until the entire 3,600 square nautical mile pattern was completed. We flew such a pattern on January 6, 1945, looking for a missing B-24. . . .

(Could This Be The One?)

Remains found in Brazil of U.S. B-24 crew

*(As quoted from The San Diego Union-Tribune 7-20-95)
BRASILIA, Brazil -*

U.S. experts have found the remains of the crew of an American B-24 bomber that crashed in the Amazon jungle in 1944, the U.S. Embassy said yesterday.

The remains of the 10 men, more than 10,000 bone fragments and 77 teeth, were found by a forensic team from the armed forces' Central Identification Laboratory in Hawaii, the embassy said in a statement

The team also found the crew's identification tags, some belt buckles and the remains of leather flight jackets at the site in northeastern Brazil where the plane, a B-24 Liberator bomber, crashed on April 11, 1944.

The four-engine plane disappeared during a flight from the Caribbean island of Trinidad to the city of Belem, Brazil. The route was part of an air link between the United States and a U.S. base at Natal, in northeastern Brazil.

The bomber went down in the state of Amapa, near the mouth of the Amazon River. An Army patrol found the crash site in mountainous jungle last year.

On January 15th, we transported an USO troupe from Belem to Natal and returned the next day to Belem. On January 28th, we flew to Cayenne, French Guiana, and spent the next three days flying search patterns in Northern Brazil searching for a missing Army airplane. On February 1, 1945, we returned from Cayenne to Belem.

On February 14th, we flew from Belem to Natal prior to our flight from Natal to Ascension Island on the 18th. All pilots making the Natal-Ascension leg had to attend a briefing concerning the many hazards associated with a 1,200NM trip over water with a very small island as the destination. During the briefing, a very new AAC 2nd Lt., who was ferrying an A-20 with about 5 hours of fuel for a flight of somewhat over 4 hours, turned to his buddy with this poignant remark, "Hell, you can't miss it, it's the only one there!" We had a 12.4-hour flight from Natal to Ascension Island on the 18th. We made sweeps eastward toward Africa on the 20th, 23rd and 26th searching for a German sub that was reported to be on the trip back to Germany from duty in the Indian Ocean. Ascension Island living quarters were tents. The shortest of the three flights was 9.3 hours and the longest 11.0 hours.

The Ascension Island Airport left a lot to be desired as far as safe operations were concerned. The one runway was oriented ESE-WNW and the prevailing breeze was generally pretty well down the runway from the ESE. The runway had a very deep cut through the rock and did not have

runway edge lights but did have some lights (more like boundary lights) near the rock cuts. Therefore, it was officially and rightfully restricted to daylight operations only. It also had a huge dip when taking off ESE. In fact, a loaded PBY-5A would just reach minimum takeoff speed about the time it reached the point where the severe dip in the runway occurred. The PBY could be horsed off the runway when taking off ESE at that point. The early morning takeoff (in darkness) of Walt Soehner's crew took place when the normal wind was absent but a strong crosswind component was present that morning. It was thought that whoever was piloting horsed the PBY off the runway just as the runway dipped severely and that the strong crosswind drifted the aircraft into the rock cut before corrective action was taken. Tragically, all hands, except one, were lost.

My greatest regret on the Ascension Island trip was that I did not take advantage of an available deep-sea fishing foray that took place on a certain day each week. The report was that nothing had been caught lately but on the day I could have gone, an albacore weighing more than 40 pounds was caught by a friend of mine. The albacore is much like a tuna and it was cooked and served in the mess.

We flew from Ascension Island to Recife in 9.6 hours on February 27th. We spent the next two weeks in Recife waiting for a flyable airplane. The flight from Natal to Belem on March 14th included a stop at Fortalaza. On March 17th, flying with Jordal, I had my first flight (test hop) in BuNo 46602 (the newly restored PBY-5A now on display at Pensacola).

Beginning March 22nd, I flew with quite a few different PPCs and 1st pilots until April 5, 1945, when my 2nd flight

in 44062 was my PP1P check ride with Lt. Hammons. I pulled a real bonehead on that flight. Hammons had put the starboard engine mixture control in idle cutoff and the engine had quit but was still windmilling. In trying to be helpful, he tilted the overhead feathering button control panel cover forward but one of his fingers was pointing directly toward a feathering button. Without thinking, I instinctively pushed the button he was pointing to but it was the feathering button for the port engine! So we had the starboard dead engine windmilling and the port engine going through the feathering process. I reduced throttle to idle on the port engine immediately and kept the port engine feathering button depressed so that the prop went through the feathered position and right back to the unfeathered position. I had full power on the port engine within a few seconds (seemed like ages) and lost relatively little altitude. I never did really understand how or why he passed me for PP1P after that fiasco. Maybe he thought it was partly his fault for unintentionally pointing to the wrong feathering button. His trying to be helpful resulted in exactly the opposite. I don't remember any adverse comments from the crew but often wondered what they really thought.

On April 7, 1945, I left Belem with Jordal and crew for our newly assigned base at Bahia. We took a very unusual route. Instead of flying the coastal route via Fortalaza, Natal and Recife to Belem, that generally took about 12.5 total hours, we went almost directly south from Belem to Barrieras in 5.7 hours. We then flew on to Bahia the same day in an additional 3.4 hours for a total of 9.1 hours. I would be very surprised if any other VP-45 aircraft ever landed at Barrieras. It is inland in a WNW direction from Bahia perhaps 350 to 400NM.

I had the opportunity to fly both of the VJ-16's OS2Us that were temporarily at Bahia in mid-April 1945. V-E Day on May 8th was a welcome relief. Our stay at Bahia was really quite short (only about 6 weeks). I was in the last VP-45 PBY to leave Bahia on May 27, 1945, as I was assigned to return with VP-45 Commanding Officer, Lt. Cmdr. Binion. We had a rather leisurely trip back to Norfolk with overnight stays at Fortalaza, Belem, Atkinson Field at Georgetown, British Guiana, San Juan, Nassau, and Savannah, GA. We arrived at Norfolk on June 2, 1945. We were even late for the disestablishment of the squadron!

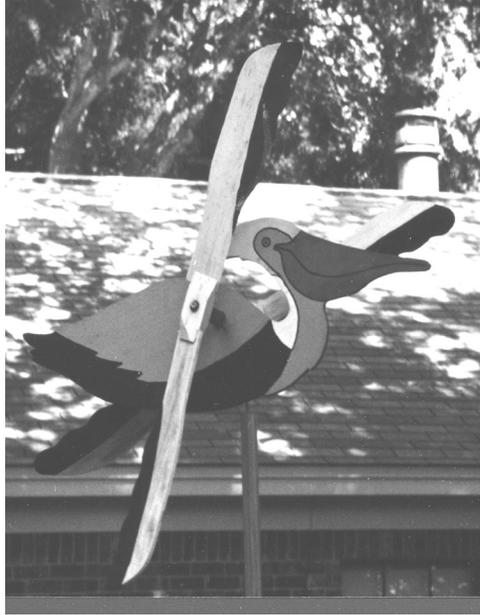
In all, I logged 680.6 hours in slightly less than 11 months duty with VP-45. Destinations were as diverse as Eagle Mountain Lake, TX, Kodiak, Alaska, New York City, Ascension Island, Rio de Janeiro and Manous, Brazil. At an average airspeed of even 115 knots, 680 hours equates to over 78,000NM. My trips to Manous and Barreiras and the search patterns flown sent me over parts of Brazil that most other VP-45 pilots never saw. In addition to Brazilian airports at Belem, Fortalaza, Natal, Recife, Bahia, Rio de Janeiro, Barreiras, Fernando de Naronha, and water landings at Santarem and Manous, I landed at South American airports in British Guiana, Dutch Guiana and French Guiana.

Good times are always fondly remembered but, after 54 to 55 years, it's getting more and more difficult. Without my flight log, it would be impossible.

(Ed. Note: Thank you, Roger. Recollections like this are invaluable, and unique treasures for our archive files.)

Have You Met Mr. FineArt?

Dave Johnson, our Treasurer, recently sent this picture of his whirligig named Mr. FineArt. Dave was a PPC in VP-45 in Bermuda (56-59).



Book: *Coffee On The Wing Beam*

A reminder that the book by CAPT Brian McGuiness, USNR (Ret.) may still be available for those who were in P-2V type aircraft and would like to read his memories of the aircraft and other associated data. Price is \$13.95 total. PO Box 296, Clearlake WA 98235-0296.

VP-9 Reunion

Jerry Patterson has announced that VP-9 will hold a reunion 4 - 6 November this year in San Diego. You can get more info from him at jerpat@sprintmail.com, 3678 Parkside Dr, San Bernardino CA 92404 (909) 882-2366. Enjoy!!

Did You Know . . .



People will Remember . . .

10% of what they READ

20 % of what they HEAR

30% of what they SEE

but

70% of what they SEE and HEAR

so . . . READ this newsletter to yourself OUT LOUD ☺☺☺

You now have 178 seconds to live.

Perhaps we're looking at what happened to John Kennedy? An interesting view from the eyes of

disoriented pilot -- or VFR-only pilot trained for instrument flight.

How long can a pilot who has little or no instrument training expect to live

after he flies into bad weather and loses visual contact? Researchers at the University of Illinois did some tests and came up with some very interesting data. Twenty student “guinea pigs” flew into simulated instrument weather, and all went into graveyard spirals or rollercoasters. The outcome differed in only one respect - the time required till control was lost. The interval ranged from 480 seconds to 20 seconds. The average time was 178 seconds two seconds short of three minutes. ***Here’s the fatal scenario:***

The sky is overcast and the visibility is poor. That reported five-mile visibility looks more like two, and you can’t judge the height of the overcast. Your altimeter tells you that you are at 1500 feet but your chart tells you that there’s local terrain as high as 1200 feet. There might be a tower nearby because you’re not sure how far off course you are. But you’ve flown into worse weather than this, so you press on. You find yourself unconsciously easing back just a bit on the controls to clear those towers. With no warning, you’re in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You try to swallow, only to find your mouth dry.

Now you realize you should have waited for better weather. The appointment was important, but not all that important. Somewhere a voice is saying, “You’ve had it 0151 — it’s all over!”

You now have 178 seconds to live.

Your aircraft feels on even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn but this feels unnatural and you return the controls to their original position. This

feels better but now your compass is turning a little faster and your airspeed is increasing slightly. You scan your instruments for help but what you see looks somewhat unfamiliar. You’re sure that this is just a bad spot . . . you’ll break out in a few minutes. (But you don’t have a few minutes left.)

You now have 100 seconds to live.

You glance at your altimeter and you are shocked to see it unwinding. You’re already down to 1200 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. The engine RPM is into the red and the airspeed, nearly so.

You have 45 seconds to live.

Now you’re sweating and shaking. There must be something wrong with the controls; pulling back only moves the airspeed indicator further into the red. You can hear the wind tearing at the aircraft.

You are about to meet your Maker; you have 10 seconds to live.

Suddenly you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough but it’s at a weird angle — you’re almost inverted!?! You open your mouth to scream but. ***you just ran out of seconds.***

This is what every non-instrument-rated pilot should think about before he or she presses on into marginal weather. Take it from an old (and bold?) aviator who never ceased perfecting his instrument flying, this scenario occurs every day. If you fly, don’t let it happen to you!

(Author unknown — plucked from the Internet.)

Pelicans In Action



From The Skipper’s Office

9/9/99

VP-45 ENDS SUCCESSFUL TRI-SITE DEPLOYMENT

In February, Patrol Squadron 45 deployed to Iceland, Panama, and Puerto Rico. The wide range of operating environments and various missions challenged both the aircrews and support personnel.

In Iceland, the squadron performed missions considered traditional for anti-submarine/maritime patrol type aircraft. Pelican aircrews prosecuted several real world targets in addition to accomplishing other non-traditional missions. In June, the squadron was tasked to intercept two Russian TU-95 “Bear” bombers transiting south of the Icelandic coast. This was the first intercept of a Russian TU-95 bomber by an American aircraft in nine years. In addition, the squadron participated in numerous real world exercises with NATO forces, which allowed VP-45 aircrews and maintainers to visit Scotland, England, Norway, Portugal, Holland, Germany, and France.

The aircrews in Puerto Rico performed a different but equally vital mission. The P-3C is a unique and versatile platform able to perform a variety of missions. Its exceptional endurance and long range allow it to track air and seaborne targets suspected of trafficking illegal narcotics. While in Puerto Rico, the Pelicans compiled an impressive list of seized vessels peaking with the

identification, tracking and subsequent seizure of the merchant vessels CHINA BREEZE and CASTOR.

The seizure of these two merchant vessels represent the 11th and 12th largest maritime drug seizures in history. VP-45 aircrews flying detecting and monitoring missions identified and tracked CHINA BREEZE. The ship's position was passed to HMS Marlboro, a British warship with a law enforcement boarding party embarked. The ship was boarded and its illegal contents seized. A few days later the same situation was played out with CASTOR. Overall, VP-45 was responsible for stopping drugs worth an estimated street value of 2.7 billion dollars from entering the United States.

VP-45 also achieved a major milestone while deployed. **The squadron has flown thirty years and 162,000 hours mishap-free.** This significant achievement exemplifies the truly outstanding leadership the squadron has been fortunate to have throughout its history.

The Pelicans of Patrol Squadron Forty-Five performed in a highly professional manner throughout the six-month deployment. Tri-site deployments are inherently difficult because the squadron must maintain three distinct sites and conduct a myriad of operations and exercises while keeping the various chains of command informed, and continuing to operate in a very dynamic environment. The dedication and commitment that the sailors of VP-45 displayed throughout the entire six month deployment was truly spectacular. They continue to carry on the traditions that would make each member of the PATRON FOUR-FIVE Association proud. I am certainly proud of the squadron's contribution to the nation's defense.

CDR P.M. Mills, USN



I couldn't fix your brakes, so I made your horn louder 😊😊😊.



Vice Admiral Richard A. Miller USN (Ret) [VP-45 '53-'55]

Vice Admiral Miller entered the Naval Academy on a fleet appointment from enlisted service. He graduated in 1950 and joined the USS Goodrich (DDR 831). After one year on board, he was ordered to flight training, completing in 1952.

In early 1952 he arrived in Panama with his wife Claire and baby son Rick. CDR Tom Perry was CO and Swoose Snead was Ops Officer. Dick was first assigned as Asst. Comm. and Registered Pubs Officer. Later he became Airframes Officer and PPC of EE-11. Those were halcyon days that the married JO s didn't appreciate — tropical working hours, nice quarters, and full-time maids to take care of the little ones. Years later, when old friends would meet and discuss Panama, it was usually agreed that none were living as well as when in VP-45

Dick left Panama in 1955 for transition training for helicopters. At that time the future of seaplanes was in some doubt. After qualifying for helos, Dick went to HS-1 in Key West and subsequently to NAS Chincoteague as SAR pilot and Asst OPs Officer.

Chincoteague closed in 1959. Lt. Miller then went to England for a two-year tour as an exchange officer with the Royal Navy, serving in H.M.S. Ark Royal in a helicopter squadron.

Back in the States in '61, LCDR Miller was assigned as Staff Aviator and Asst Ops Officer for COMCRUDESANT in Newport, RI. In 1963 he went to the Naval Postgraduate School, Monterey, then to HS-3 as XO/CO, followed by shore duty in Washington at the ASW Systems Project Office.

He became CVSG- 53(CAG) in USS Kearsarge in the Gulf of Tonkin in 1969. Subsequent academic tours at the Army War College and Harvard University were followed by command of USS Spiegel Grove (LSD-32) and Amphibious Squadron Four.

Captain Miller was selected for Flag Rank while assigned to OP-96 in the Pentagon, and in 1978 took command of ASWWINGSPAC at North Island. After that assignment, he returned to Washington as the Budget Officer of the Navy in 1980.

After two years he became the Vice Chief of Naval Material and was promoted to Vice Admiral. He became Chief of Naval Material and disestablished the organization. He retired in 1985 with over 40 years of naval service.

Dick and Claire retired to Pebble Beach, CA where, after Dick completed 10 year on the Board of Directors, USAA, they devote themselves full time to family, travel, golf, tennis, painting and community service. Their three sons Rick, Ron, and Tim are all married and have provided the proud grandparents with 7 grandchildren.

Association Contributions

At the last reunion the members present voted to make contributions to three deserving organizations. The United States Navy Memorial Foundation was allotted the sum of five thousand dollars; The Friends Of The Bermuda Maritime Museum was allotted two hundred fifty dollars for the US Navy Room; and the Naval Aviation Museum Foundation donation was also five thousand dollars for upkeep and display of the P5M Mariner and the PBY originally assigned to VP-45(PBY). The last newsletter contained a letter of appreciation from Vice Admiral Fetterman and a picture of Ken and Mort making the presentation. That newsletter also contained a copy of the *Plank Owner* certificate awarded to the Association by the Bermuda Museum. Here now are letters of appreciation from the Bermuda Museum and the Navy Memorial foundation and, below them, copies of the actual plaques placed on the Commemorative Wall Memorial:



FRIENDS OF THE BERMUDA MARITIME MUSEUM, INC.

The Friends of the Bermuda Maritime Museum, Inc. was registered in Delaware on 30 April 1982. Under Internal Revenue Code section 501(c)(3), it is a publicly supported organization under section 509 (a)(1) 709(b)(1)(A)(vii). Federal ID Number is 51-0262634.

Mailing Address: P.O. Box MA 133, Mangrove Bay MA BX, Bermuda
Tel: (441) 234-1333, Fax: (441) 234-1735, E-mail: marmuse@ihl.bm

Patron Four Five Association
Thomas V. Golder, President
1525 Soplo Drive
Albuquerque
New Mexico NM 87123-4424
UNITED STATES OF AMERICA

March 4, 1999

Dear Patron Four Five Association :

Thank you for your donation to the Friends of the Bermuda Maritime Museum, Inc., in the amount and check number listed below.

Kindly accept this letter as your official receipt of your donation for your financial and tax records. The Friends of the Bermuda Maritime Museum, Inc. is an United States charitable 501 (c)(3) corporation and gifts to this body may be deductible for tax purposes. No goods or services were received in regard to this donation.

We are very grateful for your assistance with our endeavours to preserve the common maritime heritage of the North America and the Bermudas.

Sincerely yours,

Dr. Jack Arnell, FCIC, Assistant Secretary



United States Navy Memorial Foundation

701 Pennsylvania Avenue, N.W. • Suite 125 • Washington, D.C. 20004-2608
(202) 737-2300 • ahoj@lonesailor.org • www.lonesailor.org
May 24, 1999

Patron Four Five Association
Mr. Thomas V. Golder
1525 Soplo Road, W.E.
Albuquerque, NM 87123

Dear Mr. Golder:

On behalf of the Board of Director the U.S. Navy Memorial Foundation I want to thank you and your shipmates from *Patron Four Five Association* for assisting our continuing effort to honor, preserve and celebrate America's enduring naval heritage. Your contribution of \$5,000 to place three plaques on our Commemorative Wall Memorial has substantially assisted us in our mission.

The Navy Memorial Foundation is dedicated to provide educational, heritage and special events programs to highlight the stories, histories and values of our sea service veterans. Through your participation and many others like you, we will be able to maintain a permanent record of the countless heroic efforts of the sailors who have taken their ships in "harms' way". The number of those now in annals of the Navy Log stand at more than 230,000.

If all your members are not yet enrolled in the Navy Log, I encourage you to do so. This is where the crew of the *Patron 45* and all Navy veterans need to be honored and remembered. Again, thank you and your shipmates for your support of the Navy Memorial's mission to honor the men and women of the naval services, past, present, and future.

Sincerely,

Henry E. McKinney
Rear Admiral, USN (Ret.)
President & CEO



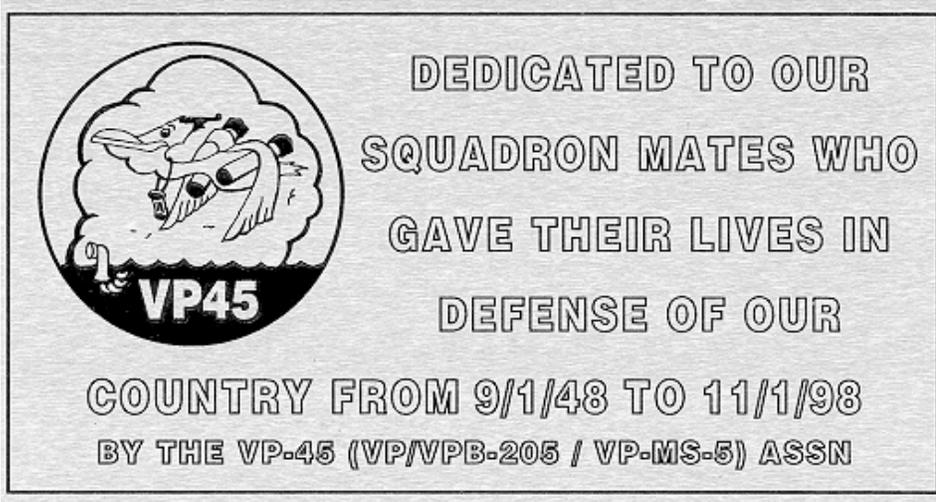
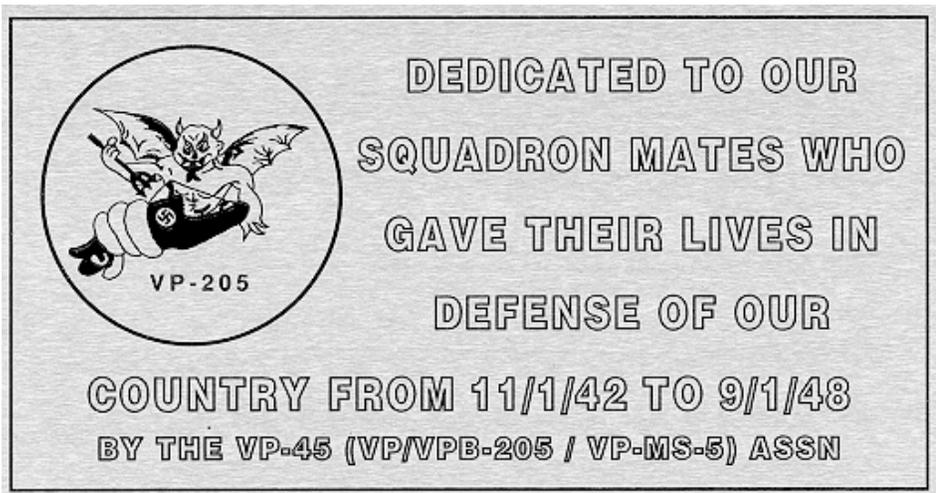
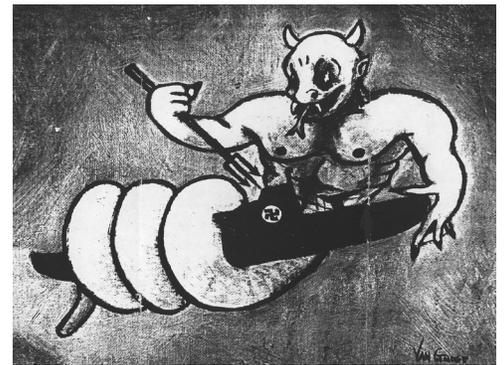
VP/VPB-45

DEDICATED TO OUR
SQUADRON MATES WHO
GAVE THEIR LIVES IN
DEFENSE OF OUR
COUNTRY FROM 3/10/43 TO 6/9/45
BY THE VP-45 (VP/VPB-205 / VP-MS-5) ASSN

There Is An Official VPB-205 Patch!

Below is the signature of the person who apparently designed the VPB-205 patch. It is dated 12 January 1944 at the CNO's office. David Haynes (VP-45, 58-60) sent the picture of the patch to our archive files.

If you know whose signature this is, please let the editor know who the individual is.

PAULOWNIA LEAVES

When VP-45 (PBY) was located in the Aleutian Islands at Casco Bay and on shore at Attu, Alaska, in 1943, there were Japanese troops on some of the other islands. As some of us well remember, the weather in that area can be *really really bad*, and usually is. During the summer and fall of 1943, VP-45 dropped propaganda leaflets on those Japanese troops located on Kiska in hope of getting them to surrender — or at the very least to minimize the threat they posed.

Roger Ferguson obtained two of those leaflets from his PPC, Hjalmer Jordal, while with his crew in Belem, Brazil. Roger has kept them all these years and has donated them to our archive files. The treasure is invaluable, unique, and very much honored.

The process of getting a precise translation from Japanese to English has been quite an experience for your editor, but more of that later. Roger says that Jordal gave the translation as:

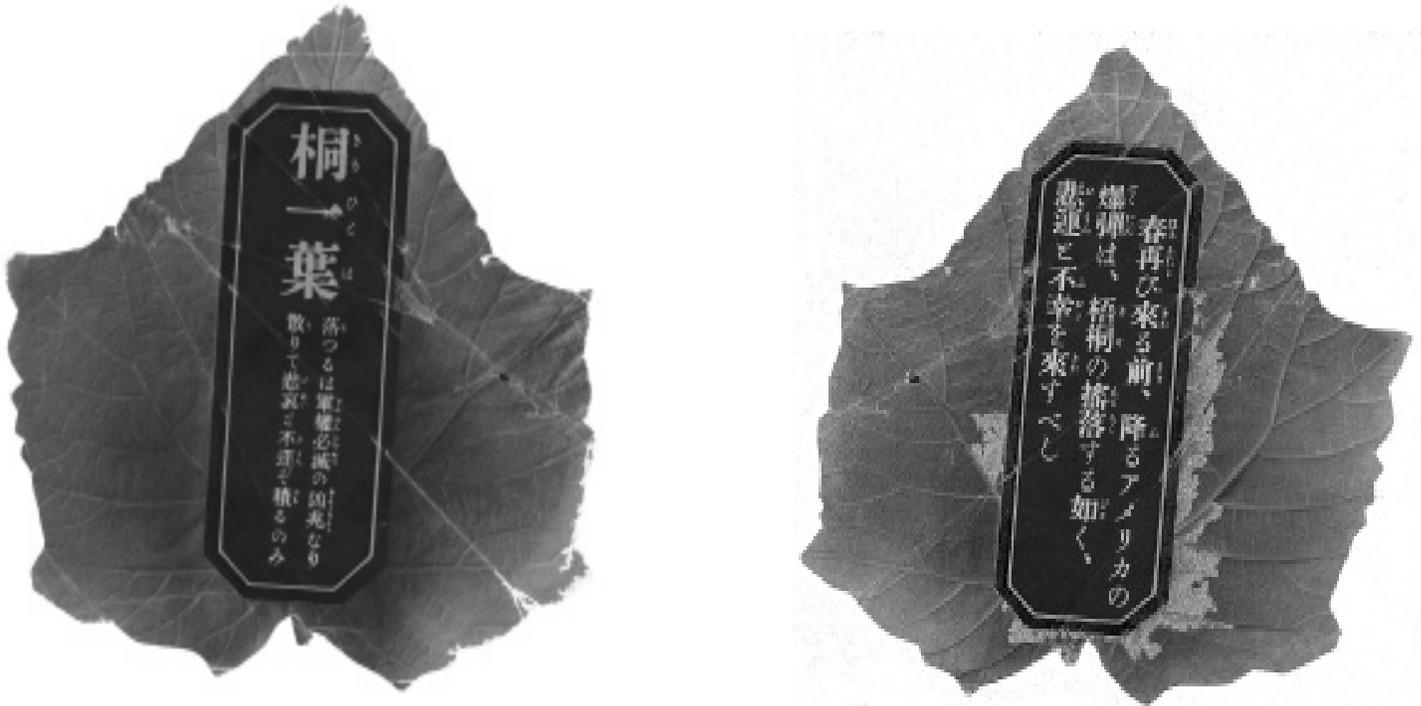
“Before the spring comes again the bombs of America will fall like the paulowina leaf, bringing misfortune and bad luck.”

“The fall of each paulowina leaf is a portent to the annihilation of the militarist. Its scattering means only an accumulation of sorrow and misfortune.”

(Continued on next page)

When the leaves arrived at the archive files, an attempt was begun to verify the translation. Since several of our members are located at institutions of higher learning, an effort was made to enlist their help in getting the Language department, if one existed, to provide their translation. Several such requests for translation were made to various sources. A request was also made to the Navy Museum in Washington, D.C., where Mr. Kim was recommended as probably being able to make a translation.

Well, the job turned out to be much more difficult than one might believe. It took several months to get all the translations. It seems that the Japanese language characters used in the leaves are defined as “classical Japanese” and not easily translatable. In fact, several of the requests were returned with the notation that the translation was not possible with the resources at hand. One request was never even acknowledged. Here is what the leaves looked like:



The response from the Navy Museum was interesting, and appreciated. Mr. Kim’s translation and comment, as reported via the museum’s Ed Furgol, was, “Mr. Kim (a Korean-American who lived in Japan during World War II) translated this for you. He said the impact would have been nil.”

“Spring has come again. American bombs are falling. Walnut tree is dying. Japanese have become unhappy. One leaf remains on the walnut tree military fatal defeats have come to the Japanese. Unhappy disasters will follow.”

Bill Couch at Arkansas State University, who is no longer an active member, sent this reply:

“The Japanese language must be a hard one to put into English. The person I asked was Japanese and he said it would take a while and he did not have the time. I went to one of the instructors and he came up with something (similar) to what you have, but said there was lots missing in it that he could not make out.

“One talks like leaves coming from the sky and will bring a better future to the people of Japan. The other tells of their government is on the collapse and a big change was in store for all of them.”

Bill also said he wasn’t sure he could get any better translation. His information was that the leaves may have more than one meaning and could take a long time to fully translate.

(Concluded on next page.)

From Cornell University, Harry Keller sent this translation:

“When spring comes the falling American bombs ought to match the P tree in its sadness and misfortune. One falling P leaf, scattered with misfortune and unhappiness, is like the destruction of the military.”

He also said that these leaves are valuable and scarce and wanted to know if we had the originals. *(We do — two sets.)*

We then come to three translations that are very similar and are almost identical to the original translation by Hjalmer Jordal of VP-45. No attempt has been made to identify one as more correct than another because they are so similar, so we will accept each and all as correct. Note the spelling of “paulownia vs. palowina” in the various translations.

From Hugh Gingras and the Office of International Programs, University of Tennessee at Martin, Tennessee:

“When a palowina leaf falls, it means the end of the Junta. When a palowina leaf falls, a sadness and misfortune will be accumulated

Before spring comes again, American bombs will fall like the shaking down of a palowina crest. These bring bad luck and misfortune.”

Arthur Smith, who heads the University of Houston, sent word that no one at the University was fluent in classical Japanese, although he had asked at least one Japanese faculty member who teaches Japanese. As fortune would have it, the Consul General of Japan to the City of Houston, Mr. Masami Takemoto, made a courtesy call to the University. Art said he was so gracious that he ventured to ask the Consul General whether he might find someone who could render a reasonably authoritative translation of the two leaves. Mr. Takemoto readily agreed to do so. Here is what is probably the “most accurate” translation, supplied by Mr. Takemoto:

“Before the onset of the coming spring, falling American bombs will bring misfortune and misery as the paulownia falls.

The falling of one paulownia leaf forebodes that the military power will perish. The only path ahead is laden with sorrow and misfortune.”

Before the Consul General had visited Art Smith at the University, a commercial translation service was contacted and a small fee (\$10 and change) was paid to Sakura Translation Service, which happened to be located in Switzerland. The Director of Sakura Translation Service, Etienne E. Deschenaux-Oishi, sent this very interesting data and a translation:

“Kiri = Paulownia. A deciduous tree of the genus so called, esp. P. Tomentosa, belonging to the family Scrophulariaceæ, native to China or Japan, and bearing panicles of bell-shaped blue or lilac flowers. The blossoms and leaves of the kiri tree (paulownia imperialis) are the sign of the imperial family of Japan. The second of the Imperial badges is a representation of the leaf and flower of the kiri, or Paulownia Japonica.

The translation:

“One Kiri leaf

“Its fall is a bad omen announcing the sure destruction of (your) military power.

“It scatters and only piles up sorrow and misfortune.

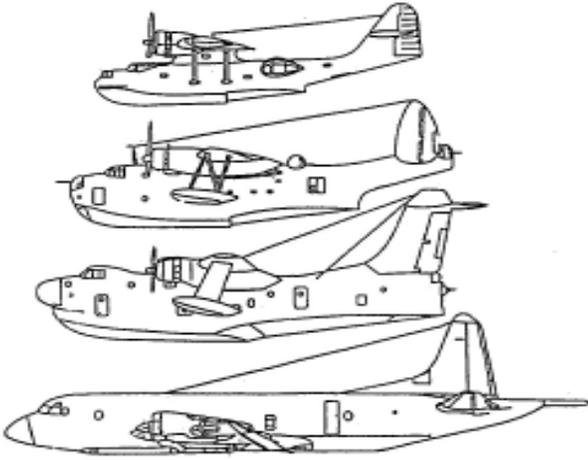
“Before the spring comes again, the raining bombs of America,

“Like kiri (leaves) fluttering down, will bring (you) bad luck and unhappiness.”

Well, that’s all there is — or at any rate that’s all we have on the propaganda leaflets dropped by VP-45(PBY) on Japanese troops in the Aleutian Islands in 1943. We don’t know if any actually fell on the troops or if any were (or could be) read by those troops, so that part of the story will remain a mystery for now.

When something drops in out of the blue like this has, and involves research such as was accomplished, it brings home that first-hand accounts of Naval Aviation history, particularly that of our members, are truly precious and unique treasures. It also reminds us that, no matter what the era, Navy patrol aviation is a group effort, and the cooperation and coordination of squadron members are essential and priority considerations in getting the job done right. The editor very much thanks all who took part and contributed to this saga.

Pelican Tales



This Is An ORI

OPERATIONAL IMMEDIATE/PRIORITY

101930ZS

FM COMFAIRWING FIVE
TO PATRON FOUR FIVE/FASRON ONE ONE ONE
INFO COMNAVAIRLANT/CINCLANTFLT/CNO

101630Q THIS IS COMFAIRWING FIVE OPOORDER SEVEN ALPHA DASH FIVE SEVEN X GENSIT ENEMY HAS OVERRUN ALL UNITED STATES SOUTH OF 33 DEG 30 MIN NORTH X NATO SHIPPING SUFFERING HEAVY LOSSES FROM ENEMY SUBS AND SURFACE RAIDER OPERATING FROM ENEMY BULL BAY BASE X CINCLANT HAS DIRECTED PLANTING SUSTAINED ATTRITION MINE FIELDS IN ENEMY BASE APPROACHES COMMENCING EARLY MORNING DELTA DAY PLUS TWO X ENEMY AIR SEARCH RADAR AT TOWER ON BULL ISLAND AND LIGHTHOUSE ISLAND X ENEMY AIR SUPERIORITY SOUTH OF 33 DEG 30 MIN NORTH X PARA GENPLAN THIS FORCE WILL PLANT SUSTAINED ATTRITION MINE FIELDS BEGINNING DELTA DAY PLUS TWO IN APPROACHES TO ENEMY BULL BAY BASE IN ORDER TO INFLECT A HIGH CASUALTY RATE ON ENEMY SUBS X PARA TASK ASW UNIT PATRON FOUR FIVE CDR SORENSON TWELVE P5M LAY SUSTAINED MINE FIELD NUMBER ONE IN APPROACHES ENEMY BULL BAY BASE PAREN MINEFIELD PLAN WILL BE HAND DELIVERED PAREN X LAUNCH MINE STRIKE AIRCRAFT COMMENCING 0000Q DELTA DAY PLUS TWO X LOGISTIC SUPPORT UNIT FASRON ONE ONE ONE CDR FAUST PROVIDE MINE DETAIL AUG UNIT X COM-

PLY WITH COMFAIRWING FIVE MINE DETAIL DIRECTIVES SEMICLN ISSUE MK 36 MINES AS SQ DIRECTED X PARA XRAY DELTA DAY IS 10 SEPT 1957 X SAFPRES AND EMERGPROC IN ACCORD MY OPOORDER FOURTEEN DASH FIVE FIVE X PREPARE FOLLOWING CLN AIR STRIKE SCHEDULE SEMICLN MINE BRIEFING MATERIALS AND SORTIE FOLDERS PAYING PARTICULAR ATTENTION TO ALL WX TARGETING AIDS X CONDUCT OWN BRIEFINGS X DESTROY TARGETS OF OPPORTUNITY AT DISCRETION X GEOGRAPHICAL ORIENTATION OF TARGET AND AREA OF HOME OPERATIONS PAREN BERMUDA PAREN UNCHANGED BY ASSUMPTION OF SIMULATIONS X PARA LOGISTICS IN ACCORD MY OPOORDER SEVEN DASH FIVE SEVEN X COMMAND SUCCESSION IN ACCORD MY OPOORDER SEVEN DASH FIVE SEVEN X PARA ANNEX ALPHA INTEL X WINYAH BAY ENTRANCE TO ISLE OF PALMS USCG CHART ONE TWO THREE EIGHT REFERS PRIMARY APPROACH TO BULL BAY BASE PAREN ONE COPY HAND DELIVERED BY FAIRWING FIVE REP INDICATING SIMULATED APPROACH CHANNEL AND HARBOR DREDGED TO SIX ZERO FEET PAREN X RADAR REPORTED AS KNIFEREST X ONE SQUADRON FARMERS AND ONE SQUADRON FLASHLIGHT TYPE AIRCRAFT BASE AT JACKSONVILLE FLORIDA X SURFACE RAIDER REPORTED TO BE CHAPAYEV X

The message above was part of VP-45's ORI in 1957. the squadron Mining Officer, Jim Bestul, reports that three aircraft were launched for the mission — none found Bull Bay!!! ☺☺☺☺☺☺☺☺



Take-off Crash at GTMO

In July 1944, VP-205, I (*Brad Leete*) was flying PBM's out of Guantanamo Bay, Cuba. At 0100 hours on July 20th we took off in BuNo 6569 on a night patrol with Lt. (j.g.) Hesse as PPC and Lt. (j.g.) Kirk as copilot. I was the designated navigator since I was the junior pilot.

We started the take-off run near the mouth of the bay, where heavy swells were coming in from the ocean. We started porpoising quite badly and the PPC cut the power then reapplied full throttle after we stopped porpoising. We continued the take-off run and finally became airborne. Within one or two seconds we felt a violent jolt and immediately began to smell strong gasoline odors.

We had hit a two-ton buoy that was sitting atop a battleship mooring, which is made of concrete and steel and stands 12 feet tall and perhaps 30 feet across. The red beacon light on the buoy was not lit so we couldn't see the hazard that was situated way beyond our normal takeoff area. The next day we took a boat out to the mooring *and there was no trace of the buoy*.

The bottom and starboard side of our hull was ripped open for 15 feet, which caused us to lose the fuel from all three hull tanks. The gasoline fumes were so strong that I thought we would blow up, especially when the radio operator started sending messages. We stayed in the air until dawn on fuel in our wing tanks. We went out to sea to jettison our depth charges and could feel the detonations below us. At dawn we prepared for our crash landing and noticed

ambulances standing by as well as quite a few people. We approached the shore at a 45° angle and did manage to beach the aircraft, losing the starboard float and damaging the wing. ***We then noticed one depth charge still hung up in a bomb bay***; a strap had never been released after loading it.

The only injury was to one crewmember who had been occupying the bunk over the damaged area. As a disciplinary action I believe Lt. (j.g.) Hesse lost his PPC rating. Had the plane been one or two feet lower we definitely would not have survived.



P.S. I had no sooner read the April *Pelican Post* newsletter, than I received a nice phone call from Roberta Burger, widow of Lt. Marshall Burger who also flew on that fateful day (10/2/45) when we lost the aircraft and crew (*see Newsletter #23*). He then became our new Flight Officer.

Sincerely,
Brad Leete

More From The Iron Duke

After the 1966/1967 Adak deployment, the Squadron went back on-line with detachments spread around the Atlantic. We had a detachment in Bermuda of two, and on occasion three, planes. By virtue of seniority, (LCDR) I must have had some "power" in scheduling which crew did what flying. Also, in the exalted position of OinC of the detachment, I was concerned about the foul language being used almost routinely by both the officers and enlisted personnel and, in addition, I was not happy with

the appearance of the troops when we should be showing the USAF types an example of being squared away. So when my crew (Three) was scheduled for a "long loop" — the long loop meant flying a series of patrols from Bermuda to Lajes, (good shopping) Lajes to Rota (more good shopping) and repeating the patrols on the way back to Bermuda — there was some heat that I was favoring my crew since it also meant no administrative work at the squadron for about a week, just fun flying. My log book shows: 5 Dec 10.2hrs to Lajes, 7 Dec 10.0 hrs to Rota, 9 Dec 10.3 hrs to Lajes, and 11

Dec 10.0 hrs to Bermuda.

Shortly after our return the following appeared on the bulletin board:

Just what Do the Iron Duke Do *A statement of policy*

The last thing the Iron Duke would do,
Would be to try to shaft another's crew.
White extra time in Jax had One,
Two Six and Four,
Crews Nine and Three fought the
Bermuda war.

Two weeks at home on bosoms
warm,
Three would have gladly
swapped for Long Loop's storm.
But Four was lucky so Three got
plucky,
And evened the score on
December Four.

Batman, Superman, Ice Cream
Cones,
Comic books, apple pie,
melodic tones.
Clean tongued officers, enlisted
too,
The stars on our flag on a field
of blue.
Squared white hats, clean
dungarees,
Quiet at night for plenty of 'Z's'
These are the things the Duke
is for,
Only these and nothing more.
But never too humble to accept
rebuke,
I did it, I'm glad - says the Iron
Duke.

TREASURER'S REPORT



Beginning Balance	
March 1, 1999	\$1,4057.07
Income	
Dues/Donations	\$1,160.00
Interest	102.54
Total Income	<u>\$ 1,262.54</u>
Total Capital	<u>\$15,319.61</u>
Expenses	
Printing/Postage	\$629.21
Yr 2000 Hotel Deposit	200.00
Miscellaneous	19.68
Total Expenses	<u>\$ 848.89</u>
Ending Balance	
September 1, 1999	<u>\$ 14,470.72</u>

(It's hard not to meet expenses. They're everywhere!)

D. R. Johnson
7814 Bay Meadows Drive
Pensacola FL 32507-1518

Senate clears officers in Pearl Harbor attack

WASHINGTON - The Senate voted recently to exonerate two American military commanders accused of dereliction of duty in the bombing of Pearl Harbor.

The vote followed a heated debate that divided the chamber's small band of World War II veterans.

The Senate approved 52-47 an effort by Sen. William Roth, R-Del., to restore the reputations of Navy Adm. Husband Kimmel and Army Gen. Walter Short, the two senior commanders of U.S. military forces in

the Pacific at the time of the December 1941 attack.

The new debate on an old military controversy came as the Senate worked on a \$288.8 billion defense spending bill for the fiscal year that begins Oct. 1. The issue was raised in a minor amendment to the defense bill. But it led to a two-day, emotional debate revisiting one of the nation's worst military disasters.

Roth, 77, who served in the Army during World War II, said Kimmel and Short, both deceased, were the scapegoats for the surprise attack. "They were held responsible for what happened in Pearl Harbor," Roth said. "And that is not fair. And that is not just."

Joining forces with Roth was Sen. Strom Thurmond, R-S.C., a retired general in the Army Reserve who took part in the 1944 Normandy invasion as part of the Army's 82nd Airborne Division and later served as chairman of the Senate Armed Services Committee.

"It's never too late to correct an injustice," said Thurmond, 96. He called Kimmel and Short "the two final victims of Pearl Harbor." But Sen. John Warner, R-Va., the present chairman of the Armed Services Committee and Navy secretary during the Nixon administration, strongly opposed the move, suggesting his fellow World War II veterans and members of the generation that followed were trying to rewrite history.



Amen

In Memoriam

Ellis A. Collins (53-55)
November 1998

Alex Hilliard (58-62)
March 1999

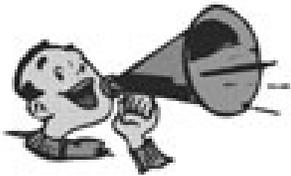
Richard Poffenberger
August 1999

Jim Willen
September 1999



LETTERS

MAIL CALL !!!



16 September 1998

Mr. Caldwell

Sorry it took so long for me to answer your e-mail. Yes!! I remember Chief Weeks. In fact, I worked for his successor (Chief Crowther in the CPO mess). I checked in the squadron in Oct 1960 as an airman. Naturally, I did the mess-cooking thing then reported to the Airframes Shop to work for Chief Kenyon. I also did a short stint at the para-loft working for PRI Sullivan and PR2 Keys. I then returned to the Airframes Shop for a short time and later was assigned to Crew Five as a Second Mech on LN-5. I was promoted to AMH2 and left the Navy in December 1962. In 1969, after attending P-3 Flight Engineers School, I again reported to the squadron and was assigned to the Airframes Shop for a short time before again being assigned to the Line Division as a Second Mech on the P-3. I transferred in Nov. 1971 to VP-30.

Well that's about it. I would appreciate a list of the VP-45 association members. Looking forward to the reunion!!

Mel Koonce

P. S. Ironically, I am still associated with VP-45; I am assigned to PATWING 11 as a NAESU Airframes Tech Rep. ☺

— — — —

If God wanted me to touch my toes, He'd have put them on my knees. ☺
Via e-mail
Chuck, your newsletter is the best.

I think it should be submitted to NAVPERS and NAVMUSEUM as how to write a newsletter. A GRAND JOB. (*Thank you*)

The news item on the Nicaraguan invasion of Costa Rica was very interesting. But, do you remember the part VP-45 played? I believe most of the crews had several flights to the area. I just reviewed my logbook and found I flew 3 sorties, 15, 17 and 19 January 1955. On the 17th we were fired on by ground fire. I thought about using the 5" HVARs hung on the wing but I had Gen Rodriguez from Mexico aboard and he reminded me we were just observing for the OAS. On the 19th we observed P-51s strafing. On the 15th, The C-47 from Nicaragua landed in a field just over the border and off-loaded a bunch of troops (greenies, uniforms were green). On the 19th we saw the C-47 crashed on a strip about 20 miles southwest of the border field. Never did see the P-47. One of our planes came back with a couple of holes from gunfire. I think it may have been Bill Luce in EE-1. Anyway, it was an exciting couple of weeks.

Unfortunately, Peg and I will miss the reunion in PNS. We were there in April. The museum keeps getting better all the time. We will be at the VP-40 reunion Oct 15-19 (*Moe was CO*).

Please give a big hello to all the old group. Interesting to note that Dick Shoup lives just down the street and we have been in the same business and worked together many times - Life Insurance and Financial Planning. Have a good one.

Bill (Moe) Cockroft

Dear Secretary,

This is in regards your notice in the

newsletter about one Colin Pomeroy and his research. Please inform him of my data in the roster and the fact that shortly after my tour in Bermuda I was assigned as an exchange pilot with 201 Squadron flying Sunderlands out of Pembroke Dock, Wales.

Colin, if you are interested, please contact me.

With best regards,

Daniel Decker

— — — —

Dear Chuck,

The reunion was really great! I couldn't have asked for a nicer weekend. I haven't seen the old crew for thirty-nine years. The only shipmate I didn't have to rook at his name tag was John Pavlick — he has not changed since 1959.

I spent all day on Friday at the Museum of Naval Aviation. Got so interested that I missed the bus back and had to take a cab back to the hotel.

The whole reunion was done to the nines and I am looking forward to the next one in Jacksonville.

Pelican, Tom Butler

— — — —

22 April 1999

Dear Mr. Caldwell,

I have a question for you. While in VT-31 with the S-2 type aircraft did you ever wonder where all the S-2's go after the Navy is finished with them?

My last civilian job was as a Quality Control Inspector of Airframes and Powerplants with WESTAIR Airlines, home based here in good old Fresburg at the Fresno Air Terminal. Next to our hangar there was a large fenced in compound with about 30 or so

S-2s parked, all with flat tires and flat struts. There were two C-1s, one from Anacostia; one from Gitmo. The rest were S-2As and TS-2s, squadrons unknown. They sat out in cold and heat for about 4 years and one day I saw a few had been moved to an open area and were being dismantled, engines & props off, outer wing panels removed. center sections removed and the planes put into cradles for shipping. Eventually all of them were disassembled and shipped to CANADA, of all places, to a company called ComAir for overhaul and rebuild to Fire Bombers for the Canadian Forestry Service. Some kept their GI issue R-1820s, some were refitted with Garrett Turboprops. More power, less maintenance (I'll argue that point) and JP fuel cheaper than AVgas. I have some photos I took of the compound with S-2's inside. If you want copies I can get some made for you.

After the Trackers left, the fence was torn down and the area was used for parking our Brazilian Embraer EMB-110 aircraft, the "Banderante", prior to their sale and our getting British Aero space "Jetstreams" with Garretts. We also had EMB-120 "Brazilia's" flying with the Bandits to about 20+ cities in California. After getting the Jetstreams and their engine problems we wished we had kept the Bandits, but you cannot fight progress, can you?

I just thought you might be interested in the eventual fate of the S-2's. If they are "Fire Bombers" they are still flying and also being well taken care of by the Canucks. Good aircraft really never die, they are recycled and reused. I flew in the PB4Y-2 "Privateer" before VP-45 and after VP-45 and they're still flying. At least seven of them are, as Borate bombers in Montana.

Incidentally, I was an AL1 in VP-45

in Coco Solo '51 - '53', made AT1 from AL1 in VP-23 Brunswick, Maine, in 1956 and made ATC at NATTC, Memphis, in 1958. Retired as ATC February 1st in 1975, after 30 years, 2 weeks and 2 days active duty.

Love this retired life. Don't you??

Sincerely,
Philip G. Morris

16 March 1999

Dear Chuck,

I was indeed surprised and happy to learn that there was a VP-45 Association. Forty-some years is a long time to be out of contact with all the squadron mates that I flew with. Better late than never!!!

Looking forward to attending the next reunion in Jacksonville. Now that I'm a senior citizen I have the time to travel and renew old friendships.

Can't wait to get the roster to get names and addresses of old friends.

A "found" Pelican,
George Dragos

— — — —

2000 Reunion at JAX is Set

Folks, it's time to get those calendars for Y2K, and block off the dates for our Jacksonville reunion, which will be held on Wednesday, October 11 to Sunday, October 15 in Jacksonville, Florida.

We have been very happy to be able to select the Holiday Inn, 9150 Baymeadows Road, in Jacksonville as the location of the reunion. The hotel is a particularly

beautiful one, located right at Exit 100 off Interstate 95, convenient to everything in the area. They have 249 high quality guest rooms and such amenities as; *USA Today* delivery to each room, in-room coffee makers, iron and ironing boards in each room, a beautiful outdoor pool and gazebo courtyard, fitness room and well-regarded restaurant on the property. There is a huge variety of other restaurants, shopping, and places to see in the area.

Incredibly, we have been able to secure a rate of \$62.00 per room, single or double occupancy (plus 12.5% taxes), so at that rate we don't see a need to provide an alternate hotel.

You can reserve a room, even now, at Holiday Inn central reservation number, 800-828-1191, or by calling the hotel directly at (904) 737-1700.

In the coming months, we will finalize plans to offer you as much activity as you wish, from sightseeing, visiting military facilities, shopping, gambling, and even perhaps a dinner-theatre night if there is enough interest.

The most important component, the ingredient that will make this a success, is YOUR ATTENDANCE. We will work hard to make this reunion the highlight of your millennium year. Please be sure to attend!

Charles (Chuck) Comeau
VP and Reunion Coordinator
33 Canvasback RD,
Amelia Island FL 32034-6623
(904) 277-3976
<comeau3@ibm.net>

**“THE WEST FLORIDA DIVISION”
(A STRICTLY NON-EXISTENT ENTITY!)
OF THE PATROL SQUADRON FORTY FIVE ASSOCIATION**

Announces And Invites

*ALL Pensacola Area PELICANS Past, Present and your guests
To A Mini Reunion On The 16TH Of October 1999 1500 To 1800*

HOSTS: Mort and Eloise Eckhouse

WHERE: 220 Pinetree Drive, Gulf Breeze, Florida 32561

DIRECTIONS: Off the 3 mile bridge to Gulf Breeze, turn right at the first traffic light in gulf Breeze (Fairpoint Drive). Make the second right turn (just past the church on the left) on to Julia Way, then the first right turn on to Pine Tree Drive.

The house is just around the bend on the right.

EXPECTATIONS: Delli platters, rolls, chips, dips, etc., etc., mixes & ice.

You bring yourselves, your adult beverages and \$2.50 each.

RSVP?: Please. On or before October 8th would be great. Our phone number is 932-5613.

Every Member Get A Member!!!

For our Association to continue its steady growth, members can be a big help by recommending squadronmates who are not in our roster.

Send your nominations to the Secretary and a complimentary newsletter and letter of invitation to join will be mailed to that person.

Or

Tell the friend of our group and suggest he send for information. Remember — active duty personnel are eligible and encouraged to join.

C. B. Caldwell, Secretary
PATRON FOUR FIVE ASSOCIATION
1061 Arnold Way
Alpine CA 91901-2721

A member wants to communicate with others who have had a laryngectomy (cancer of the throat).

Jarrell Yates, who has contributed several articles to *The Pelican Post*, is a VP-205 Plank Owner, a member of the NRA (he was an Ordnanceman), volunteer for the American Cancer Society, member of the Greater Atlanta Voice Masters, and the International Association of Laryngectomees. He would like to hear from some others who share his interests and situation. Contact him at 2619 Midway Road, Decatur, GA 30030-4575.

Have you moved? Has your telephone number changed? Is there any change or addition to your data in the roster?

Please let the Secretary know any time any of the above data changes. Newsletters will be forwarded to you if you move, but at a cost to the Association by the Postal Service. The 911 system dictates some address changes, and the telephone area codes will change as more numbers are added. Keeping the Secretary informed will make his job easier and keep your record up to date.

