



The Pelican Post

of the

PATRON FOUR-FIVE ASSOCIATION

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

Newsletter # 29

April 2002

ATTENTION!

READ THIS!!

ALL HANDS: Dues are \$20 per year 11/1 to 11/1 (\$75 for five years/ \$200 for Life). The Roster and the 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 USPS makes for each correction notice. If this edition is forwarded to you by the postal service, we will have automatically received your new address and been charged for the service.

IF YOUR ADDRESS LABEL HAS AN ASTERISK AFTER YOUR NAME, YOUR DUES ARE NOW DUE.

P R E S I D E N T ' S M E S S A G E



Tom Sez . . .

As you will see as you read further along in this issue, we did run into some snags in the planning for Reunion 2002. We were dealt several blows; most of them can be attributed to the events of September 11, 2001. However, we will not be deterred from having our traditional bi-annual gathering of Pelicans in San Diego this coming October.

First of all, our survey in the Fall Issue (2001) of the Pelican Post to ascertain attendance numbers at Reunion 2002, hit your mailboxes very close to the attacks on the WTC and the Pentagon. I can understand that all our thoughts were elsewhere at that time. The responses

were limited and I thank those Pelicans who took the time to fill them out and return them. A follow-up e-mail survey helped us with our planning and I thank all those Pelicans who responded to that survey.

Second, after signing a contract with the Hanalei Hotel for the dates (October 11 - 13) that we were told would coincide with Fleet Week and the Blue Angels performance at Miramar, the Blues changed their schedule. Also, strict security measures implemented by the local military bases have reduced the opportunities for special military-oriented tours.

Next, we then scared off a contracted reunion planner by doing most of the planning ourselves (in order to keep costs as low as possible) but have since taken on another planner to help with the final details of the reunion. So, that's where we have been; now on to the positive side of this report. As I said, **Reunion 2002** is

still on for October 11 - 13, 2002. We have a great reunion planned for you at rates as low as you can find in San Diego, at an outstanding hotel, centrally located for all the super attractions San Diego has to offer. I hope to see you there!

The second part of this report to you concerns the nomination of Officers for your Association to take on the task of keeping the organization vibrant and functioning in the future. The nominating committee has volunteers for both the President and Vice President office. We urgently need a nomination for Secretary/Newsletter Editor. The Treasurer has asked for relief, but will stay on until someone volunteers to take on this responsibility. I believe that your Association is at a cross road in its existence. We are financially sound; however, we are almost at zero growth in membership. The challenge for the new slate of Officers is to reach the pool of prospective members in the younger age groups and recruit them into the Association. We need your help in securing new members to keep our organization vibrant and alive! If you want to volunteer your name for an office or committee or host a reunion, or you can convince someone you know to volunteer, let us know — the sooner the better!

And finally, for those of you who may or will attend Reunion 2002, please be thinking about the issue of “Navy Towns”, which was mandated at the 2000 business meeting. The Association officers believe that restricting our reunions to “Navy Towns” seriously limits our choices for reunion locations, eliminating cities and locations that provide excellent venues for our great reunions. I hope we can eliminate this requirement at the Reunion 2002 business meeting. *See you in San Diego in October!*

Tom Golder

Notes From All Over



Volunteer Now!!!
You can be the new Editor -- just notify Mort Eckhouse and the rest will be history!

➔ ➔

• If your address label has an asterisk (*) after your name, regretfully you have been removed to the inactive roster. You will receive no more newsletters until your reinstatement/dues charge of \$22 is received by the Treasurer. Ship Over Now! You — and we — will be happy you did.
• If your address label has a number after your name, your dues are paid thru that year.

The following incoming message dated 1/31/02, is worthy of repeating in its entirety:
Hello Charles

My name is Donna Snodgrass and I am the Regional Director for the San Diego Region Naval Sea Cadet program. I have seen in the Shift Colors (Retiree Newsletter from BuPers) that you are planning a reunion this summer and I would like to offer the Sea Cadets to provide a color guard for you. We have performed many color guards and for reunions it is usually the evening of your dinner banquet but we have also done them at memorial services. We have 5 units here in San Diego so we are very flexible.

If you are not familiar with the Sea Cadet program let me give you a brief overview.

The NSCC, co-sponsored by the Navy League of the U.S. and the U.S. Navy/Coast Guard, is a program designed to give young men and women between the ages of 13 to 18 basic Naval training (i.e. completion of BMR, SN, PO3&2, etc., plus, two week boot camp and advanced training), all under the direction and guidance of the Navy. Cadets completing the program, and upon reaching the age of 18, are given the option of enlisting in the Navy, Army, Coast Guard, National Guard, Merchant Marine at the E-3 level, and the Marine Cps at the E-2 level. Cadets who meet the academic requirements are also given priority selection into those services' officer academies or university programs. We also have a junior program for youngsters between the ages of 10 to 13.

We also have a national web page at www.seacadets.org.

Ed. Note: The message was passed along to our reunion committee for consideration. It is the Editor's understanding that the Sea Cadets will indeed be present for at least one of our reunion functions. Bravo Zulu!



Veterans History Project

The Library of Congress is initiating the Veterans History Project through its American Folklore Center. The purpose is to secure first-hand interviews with veterans about their experiences in the military services. Our Association offered to provide the various sea stories and first-hand accounts in our archival files for their project but Ms. Megan Wood, Administrative Officer, declined the offer. She said that material scanned onto a CD, copies of our newsletter, or other such re-print/copy of the material cannot be accepted because the preference is for original materials so as to offset any future debate on the authenticity of a document. Ah, well. Their specifications, notwithstanding, if anyone would like to donate an interview or perform one in accordance with the Library's rules, you can visit the website <www.loc.gov/folklife.vets> for a "Project Kit" or contact Ms. Wood at <mwoo@loc.gov> for more info.

(Ed. Note: Seems to me that lots of good data is lost because of such rules and specifications. For all you members out there -- Keep those cards and letters coming! We sure aren't so picky and will consider all recollections as treasures!!!)



The AVCAD/NAVCAD reunion will be held September 30 through October 3, 2002, at Corpus Christi, Texas. For more information, contact the host at (361) 853-3910, FAX (361) 853-9360, or <gob8282086@cs.com>.



Hornet's next reunion is in Valley Forge, PA, 11 - 15 September 2002. Contact the Hornet Club via Roni Masse, Sec/Treas USS HORNET Club, Inc., PO Box 2117, Venice, FL 34284. (941) 408-9778, (815) 461-7615 fax, <usshornetclub@home.com>.



The Mariner/Marlin group will have its reunion in late April, 2002, in Corpus Christi. Since that organization has declined to continue an exchange of newsletters with our group, no further info is available. Data from that group will probably not be forthcoming in our future newsletters as a result of their decision.

About Other Group's Newsletters

Our Association exchanges newsletters with several other similar groups on a more or less regular basis. Some are published annually, some semi-annually, and others more often. What with the cost of postage going up and dues in the various groups also increasing, some organizations have ceased the exchange. We will continue to publish pertinent data and reunion information from those with whom we still maintain an exchange of newsletters.

Should you belong to another such organization and think we should exchange newsletters, please notify them of our policy, or send the address to our editor and he will initiate contact and inquire about an exchange program.



PBY Catalina International Association



PBYCIA will host its annual reunion in Pensacola from 5 to 9 November, 2002. For more info, contact Jim Thompson at (504) 392-1227. The Cutaway PBY Exhibit, Inc. is expected to unveil the cutaway PBY at the museum and invites all interested persons to attend. Flyers about the project were included in our newsletter previously and we still have a few (3). Send a SSAE (\$.34 postage) if you would like one.



ALL ABOARD !! NEXT STOP -- SAN DIEGO !!!!

REUNION R2K2 REUNION 2002 REUNION R2K2 REUNION 2002 REUNION R2K2 REUNION 2002

WHEN: October 10-13, 2002

WHERE: Red Lion Hanalei Hotel, Mission Valley

2270 Hotel Circle North

San Diego, CA 92108

Tel. (610) 297-1001 or FAX (619) 297-6049

Toll Free Reservations (at the Hotel) **1-800-882-0858** (or use the Reservation Form Enclosed)

Visit Hotel Web Site: www.hanaleihotel.com

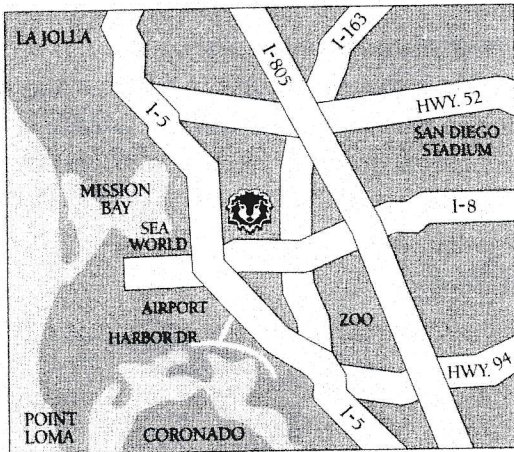


HOTEL RESERVATIONS: Make them directly with the Hotel at the toll-free number or web site above, or use the enclosed form. **Identify yourself as a member of the "VP-45 Group,"** and you will get the low rate of \$99.00 per room/per night (plus 10.5% room tax). We urge you to do this as soon as possible. Eighty rooms are blocked for our group. Check-in time is 3PM. Check-out is 12 Noon.

About the Hotel: It is centrally located and has 402 newly renovated oversize guest rooms, each with its own private balcony, with views overlooking a beautiful pool or golf course. Additional room amenities are: television with Internet and email access, phone with voice mail, coffee-maker, hair dryer, iron and board. In addition to the very large pool, there is a spa and physical fitness center on the premises. There are two large restaurants on the property featuring Pacific Rim and Contemporary American Cuisine. There is ample parking at the Hotel with the charge of \$8.00 per night with daily in and out privileges. The charge is \$1/hour for local attendees and Banquet. Campers are welcome but there are no facilities, and overnight sleeping in them is not permitted.

Getting There by Car: The Hotel is located in Mission Valley in the heart of San Diego, just off the I-5 and I-8 interchange, on Hotel Circle North. (See map on next page)

From the Airport: Take Harbor Drive Eastbound, turn left on Laurel Street, go across Rail Road tracks and turn left on India Street. Left again on HWY 5 North. Take HWY 8 East and stay in Right lane and exit at Taylor Street/ Hotel Circle. Turn Left at Stop Light and Left again over the bridge. After crossing the bridge, stay to the Left onto Hotel Circle North, (*be careful not to get onto the Freeway*). The Hanalei Hotel is on the Left. Several taxi/limo companies operate at the Airport, including Cloud Nine and the familiar blue Super Shuttle - basic charge to the hotel is \$8.00 per person. **From Westbound I-8:** Take the Hotel Circle exit (just west of the hotel) and turn right onto Hotel Circle North.



Activities: The reunion gives us the opportunity to enjoy the fellowship of our former squadron mates and meet new ones. We want you to enjoy a wonderful reunion no matter what your selections are! If you choose to be more active, we provide here a list of suggested self-scheduled attractions for you to enjoy, with web sites for more information. See the following schedule of planned tours of the town for you to enjoy this weekend. ENJOY!

The U.S. Navy was established on 13 October 1775. Our reunion ends 13 October 2002. We can have a birthday party at breakfast!!!

Self-Scheduled things to see and do:

1. Adjacent to the Hotel is **Riverwalk Pedestrian Parkway** and **Riverwalk Golf Club**, a challenging 27-hole golf club open to the public. To play the golf course, make reservations with the Hotel front desk. There are at least 36+ other golf courses available in the county for your enjoyment.
2. Just five minutes West of the Hotel is **Mission Bay**, whose 27 miles of shoreline is free to the public and provides a wealth of recreational opportunities for visitors. One of the most popular attractions on Mission Bay is **Sea World Aquatic Park**, home to **Shamu**, the performing Killer Whale and his friends. Only five minutes West of Mission Bay begins the beaches for which San Diego is so famous. Visit www.seaworld.com. Click on San Diego.
3. **Belmont Park** in South Mission Beach is home to the **Giant Dipper**, the largest historic wooden roller coaster in Southern California. The Park also has many other carnival-type rides, an arcade and eateries. Enjoy the rides, food and fun then relax with a beautiful sunset on the adjoining beach.
4. Ten minutes South of the Hotel is the **Embarcadero** on San Diego Bay. **Harbor Cruises** by several companies, the **Maritime Museum** and the colorful waterfront. Nearby is **Seaport Village** a landmark for waterfront shopping and dining. There are at least 75 one-of-a-kind shops and restaurants in this Bayside area. Visit www.sdmaritime.com.
5. Two minutes Southwest of the Hotel is **Old Town Historic Park** with buildings representative of the City's early years. There are at least 16 specialty shops, 5 famous restaurants, a Live Theater and a Large Presidio Park.
6. Ten minutes directly South of the Hotel is **Balboa Park**. The Park a 1,400 acre refuge in the center of the

City, is noted for its tranquil atmosphere, museums, galleries and theaters. The **Prado Restaurant** has a garden setting. There are many more restaurants nearby. For Park activities Visit www.balboapark.org.

No one should miss the **Aerospace Museum** which chronicles the history of aviation and space flight. Over 100 amazing air and space craft are on display in the museum. Tour the **International Aerospace Hall of Fame** honoring individuals who have made significant and lasting contributions to aviation and space exploration. Of particular interest to ladies is the **Women's Aviation Hall of Fame**. More information on this unique aviation museum will be found at their web site www.aerospacemuseum.org.

Right next door is the **San Diego Automotive Museum** with over 80 significant vehicles including horseless carriages, classics, exotics, motorcycles and more. Visit www.sautomuseum.org.

The world famous **San Diego Zoo**, one of the largest in the world is here. Visitors can encounter over 4,000 rare and endangered animals. **Giant Pandas** from China and **Koalas** from Australia are just a few of the amazing animals that you will find in natural enclosures. Other features are double-decker bus tours, **Skyfari** aerial tram, tropical gardens and shows. Visit www.sandiegozoo.org.

A partial list of other Balboa Park Museums and web sites are as follows:

Museum of Contemporary Art www.mcasandiego.org
Museum of Photographic Arts www.mopa.org
Hall of Champions/Sports Museum www.sandiegosports.org
Historical Society Museum www.sandiegohistory.org
Model Railroad Museum www.sdmodelrailroadm.com
Museum of Man museumofman.org
Natural History Museum www.sdnhm.org



7. Thirty minutes South of the Hotel, Downtown is the **Gaslamp Entertainment District** with more than 30 business for your enjoyment. Clubs range from cool jazz and rhythm and blues to folk music, salsa dancing and discos complete with hardrock, strobe lights and mirrored balls. Visit www.gaslamp.com.

8. Thirty minutes North of the Hotel on Hwy 15 is the **San Diego Wild Animal Park**. Take a ride on the **Wgasa Bush Line Railway** for a breath taking view of more than 3,000 animals roaming in herds and flocks including rhinos, giraffes, zebras and more. Visit www.wildanimalpark.org.

9. The Chargers play football at **Qualcomm Stadium**, only 2 trolley stops away. We won't have their schedule until April, when you can find out by visiting www.chargers.com and clicking on schedule.

We will have brochures, maps, directions, and suggestions at the Reunion Registration desk in the Hotel Poolside at the start of the reunion.

Scheduled Activities:

Thursday, October 10 will be check-in and registration day. The ready room will be open for your enjoyment 0900 - 2100 or later if needed. Registration continues until Saturday afternoon.

We will have **2 tours** on Friday and Saturday of the local area in comfortable busses with *luncheon included* at a Bayside restaurant. Our tours will have guides on board who will narrate your tour with stories about celebrities and others who contributed to San Diego's past and present.

Specific information on these tours:

Friday, October 11, at 9:00 AM the busses will depart the Hotel for downtown tours of the **Embarcadero**,

Treasurer's Report



Beginning Balance

Sept 1, 2001 \$23,472.30

Income

Dues/Donations\$ 1,969.00
Interest 249.56

Total Income \$ 2,218.56

Total Capital \$25,690.86

Expenses

Printing \$1,097.34
Postage 490.99
Bank Charge 3.00
Corporation Rep. Delaware 150.00
Delaware Franchise Tax 20.00
Misc. Newsletter Costs 246.63
Total Expenses \$2,007.96

Ending Balance 1 March 2002 \$23,682.90

Note:

Money Market Balance \$20,442.01
Checking Account Balance 3,240.89

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

Origins of the Log Book

In the early days of sailing ships, the ship's records were written on shingles cut from logs. These shingles were hinged and opened like a book. The record was called, oddly enough, a *log book*. Thereafter, when paper became available and bound into books, the record maintained the name, log book.

In Memoriam



Clyde Robert Steely (VP-205)	1943
James L. Scott (ABC)	1956
Mary (Mrs. Larry) Horning	May, 1998
Jerry Jurkowski	May, 2001
William T. Luce (CO '54)	July, 2001
C. John Alley (VP-34 CO)	September, 2001
Robert A. Cressman	September, 2001
Dave A. Vincent	December, 2001
Kenneth J. Cory	January, 2002

The Very First VP-45

VP21 — VP-45 — VP-14 VPB-197

The history of patrol squadrons makes for fascinating reading. In the case of the very first VP-45, the case is doubly so, as indicated in this article. The Editor hopes you enjoy reading a condensed history, from the *Dictionary of American Naval Aviation Squadrons - Vol. 2 CD*.

Lineage

1. Established as Patrol Squadron TWENTY ONE (VP-21) on 1 September 1938.
2. Redesignated Patrol Squadron FORTY FIVE (VP-45) on 1 July 1939.
3. Redesignated Patrol Squadron FOURTEEN (VP-14) on 1 December 1939.
4. Redesignated Patrol Squadron TWENTY SIX (VP-26) on 15 April 1941.
5. Redesignated Patrol Squadron FOURTEEN (VP-14) on 1 July 1941.
6. Redesignated Patrol Bombing Squadron FOURTEEN (VPB-14) on 1 October 1944.

7. Redesignated Patrol Bombing Squadron ONE HUNDRED NINETY SEVEN (VPB-197) on 2 December 1944.

8. Disestablished on 1 April 1946.

Squadron Insignia and Nickname

The only insignia on record for this squadron was submitted for approval to BuAer shortly after its redesignation from VP-14 to VPB-14 in 1944. It consists of a black; background, white; tree, green. The insignia was used by the squadron until its disestablishment in 1946.



The squadron's pine tree insignia

Nickname: None on record.

Chronology of Significant Events

1 Sep 1938: VP-21 was established at FAB Pearl Harbor, Hawaii, under the operational control of PatWing-2.

27 Jun 1939: VP-21 had been detailed in May 1939 to NAS San Diego, Calif., to pick up 15 new PB4Y-4s from the factory. The transpac to Pearl Harbor was completed on this date.

1 Jul 1939: Due to the reorganization of patrol squadrons, VP-21 was redesignated VP-45 and assigned to PatWing-4 shortly after its return from the States with new aircraft.

1 December 1939: Redesignated VP-14. Only six months after being designated VP-45, the squadron was redesignated VP-14. **So was the short history of the very first VP-45.**

1 Mar 1940: The expansion of patrol squadrons due to the threat of war resulted in the splitting of several

existing squadrons to create the core of new squadrons. VP-14 was split to help form a new patrol squadron, VP-13, also stationed at Pearl Harbor. Both squadrons were then quickly brought up to full strength with the addition of new aircraft and personnel.

1 Dec 1940: VP-14 was transferred to NAS San Diego, Calif., under PatWing-1 operational control. Upon arrival a period of intense training was commenced, bringing all new aircrews in the squadron up to full readiness. The training continued through 1 March 1941 when the squadron was officially reassigned to NAS Kaneohe, Hawaii and PatWing-2's operational control.

14 Apr 1941: The squadron returned to Pearl Harbor, Hawaii, with new PB4Y-5s and combat-ready aircrews. Upon arrival, the squadron briefly shared facilities with VP-20. The recent expansion of patrol aviation assets had created the need for matching expansion of ground facilities at Pearl Harbor.

15 Apr–1 Jul 1941: VP-14 was redesignated VP-26 and relocated to the recently completed facilities at NAS Kaneohe, Hawaii. The squadron maintained the VP-26 designation for only a few months and on 1 July 1941 it was redesignated VP-14 again.

23 Nov 1941: VP-14 had flown to NAS San Diego, Calif., earlier in the month for replacement of its older aircraft. New PB4Y-5s were picked up at the factory for the transpac to Hawaii.

7 Dec 1941: Prior to the onset of the attack on Pearl Harbor the squadron had launched three aircraft for routine patrol. Squadron aircraft 14-P-1, flown by Ensign William P. Tanner, spotted a Japanese midget submarine at the entrance to the harbor and assisted *Ward (DD 139)* in sinking the intruder. The Japanese plan had been to drop off the midget submarines 5 to 10 miles from Pearl Harbor, passing through the entrance to the harbor 20 minutes before sunrise. They were to surface when the air attack began, shoot both torpedoes and then depart the harbor. Lieutenant Naoji Iwasa, whose midget submarine had been released by *I-22*, was sunk by *Ward* and Ensign Tanner.

LT Iwasa had tried to follow the tug *Antares* through the harbor entrance while *Antares* had a barge in tow. During the attack on Pearl Harbor seven of the squadron's aircraft were destroyed on the ground and

three were badly damaged. While surprised by the audacious attack, ground crews strove to save their aircraft, pulling them from burning hangars. Despite his wounds, **Aviation Ordnance Chief John W. Finn** was credited with shooting down an attacking Japanese aircraft, one of the three shot down at NAS Kaneohe that day. He was later awarded the Medal of Honor for his bravery under fire and for leading the efforts to save the remaining squadron aircraft.

The THIRD VP-45

The history of the third VP-45 was chronicled in earlier Association newsletters. John Collins thought to send in the BuNo (151351) of the first P-3 assigned to the squadron in 1964 and the number of flight hours flown per month by the squadron that first year.

<u>Month</u>	<u>Hours Flown</u>	<u># of A/C</u>
January	221	1
February	502	3
March	724	4
April	1017	5
May	881	8
June	1060	9
July	1086	9
August	1061	9
September	1162	9
October	920	9
November	675	9*
December	500	8

* Aircraft and crew lost in Argentina.



VP-45 deployed in February, as noted in the following article provided by the Commander Patrol and Reconnaissance Wing Eleven (CPRW-11). Many of our members will remember it as FAW-11, or, Fleet Air Wing Eleven.

CPRW-11



The Commodore Sends . . .

Dear Former VP-45 Pelicans,

I'm CAPT Mark Ensor and I'm the lucky guy who gets the title, Commodore. Actually, the official title is Commander, Patrol and Reconnaissance Wing ELEVEN. I have operational, administrative and training oversight of the 3 VP squadrons located here in Jacksonville (VP-5/16/45) and I have administrative and training oversight of VQ-2, based in Rota, Spain. I ensure the squadrons are ready for their next deployment and while on deployment, they have all the things they need to be successful. Sounds like a daunting task. Fortunately, the Navy has blessed me with a terrific staff and 4 great squadrons with leaders and warriors throughout.

I want to tell you what has been happening with the Pelicans of VP-45, but before I do, let me take a moment and catch you up on what has been happening in the VP (now we call it Maritime Patrol and Reconnaissance/MPR) community.

As you remember, the fall of the Berlin Wall signaled the end of the "Cold War." That also marked the beginning of a great deal of uncertainty in the VP community. Gone was the Soviet Union's tremendous Navy and with it, the nuclear submarine threat. Where did that leave us? Without a threat and without an enemy, what was the military to do? Well, it appears, the first thing you do is downsize. While no branch of the military went unscathed, the VP community was especially hard hit, going from 24 active duty squadrons to 12 in a period of 7 years. It seemed like you wouldn't go a week without receiving yet another invitation to a decommissioning ceremony.

With the first signals that the Soviet Empire was teetering on collapse, some visionary VP thinkers and

leaders began to develop the new future for the community. Recognizing that the world of "blue water" ASW was going to take a back seat to other things, we began to shift our attention to the littorals and "brown water" ASW. There are over 40 countries with over 400 submarines out there and most of them are diesels. While we had always done some sort of training with diesels it was never our focus. So today, while we haven't forgotten how to track nuclear subs, we are spending more and more time training for that very difficult environment of the shallow water littorals (because any sub is a threat to the Carrier Battle Group). What makes this focus and training even more important is, with the S-3 losing its ASW capabilities in 1998 (and eventually retiring by 2008), the P-3 has become the Navy's only fixed wing anti-submarine warfare asset.

In addition to preparing for a new ASW threat, the community focused on improving in other mission areas; Intelligence, Surveillance and Reconnaissance (ISR) and Precision Strike Targeting (PST). To really improve in these areas the P-3 needed a facelift. It got it, in 1998, with the Aircraft Improvement Package (AIP). AIP brought new sensors and capabilities to the war fighters that were immediately recognized as force multipliers for the Battle Group and Fleet Commanders. Improved Electro-optical (EO) capabilities, that allow the P-3 to stand-off from danger yet still observe, record and relay critical imagery to operational commanders and a state of the art radar that gives the aircrew the ability to look at targets over land, regardless of weather, are just two of the significant upgrades that AIP delivers. Expanded weapons and defensive capabilities are also part of AIP. After the introduction of AIP to the Fleet in 1998, the Navy wasted no time putting it to use. AIP played a significant role in the Kosovo conflict, providing critical imagery to NATO Peacekeeping forces before hostilities commenced. Once the shooting started, AIP became the first line of defense between the former Yugoslavian Navy and NATO Naval Forces, flying armed missions 24/7 for 94 consecutive days in order to maintain this protective shield. In addition, for the first time since Vietnam, the P-3 conducted actual strike missions, launching 14 SLAM (Standoff Land Attack Missiles) at critical targets in the former Yugoslav Republic with unheralded success.

Today, AIP is playing a vital role in the war against

terrorism in Afghanistan providing critical imagery and striking key al-Qaida targets. The MPRA community will also be significant participants in the business of homeland defense as we develop ways to more thoroughly monitor the commercial shipping lanes into the United States.

With all this renewed emphasis and demand on the P-3 comes a price and that price boils down to the service life of the venerable warbird. The average age of the P-3s in CPRW-11 is 25.5 years (youngest is 14, oldest is 33). That is older than the average Sailor in VP-45. We are flying these airplanes so hard that some will use up their active service life in the next 4 years and most drop dead in the next 8-12 years. But fear not, the community and the Navy has a plan and it is called the Multi-Mission Aircraft (MMA). Currently, the Pentagon has authorized a Request For Proposal (RFP) that asks industry to see what they can come up with to replace the P-3. Some of the competitors are Boeing (737), Lockheed-Martin (P-3), and BAE (British Nimrod). The RFP is just one of the many steps necessary get to an aircraft off the design boards and into the warriors' hands. As you may already know, the process can take 10-15 years (we are already into year 3) and that is assuming you have the necessary funding available, which we are still working on. You can help us here. The next time you see your local Congressman or Senator, tell them (or drop them a line explaining) how important it is that the Navy replace the aging but proud P-3 and anything they can do to help fund the cause would be greatly appreciated.

Now, let's talk about VP-45. In February, after a record setting Inter-Deployment Training Cycle (where they qualified all 12 Combat Aircrews in record time, won the CPRW-11 nomination for the Arleigh Burke Award and received a second consecutive CNO Personal Excellence Program Award for community service), the Pelicans started a 6 month multi-site deployment to Keflavik, Iceland and Roosevelt Roads, Puerto Rico where they will also maintain a detachment somewhere in Central or South America.

Their mission in Iceland continues to be the Navy's forward presence to the north providing ASW and ASUW assets to Fleet Commanders in that sector. Already, they have participated in key NATO exercises and been a tremendous asset to the COMFAIRKEF Flag. Just last week during a pilot training flight in

Kef, the crew was asked to assist with a possible SAR situation. The VP-45 crew arrived on scene to find a sunken fishing boat with 3 survivors in the water (water that can be pretty chilly in February). The crew vectored in an Icelandic Coast Guard helo to the survivors as well as other small vessels while deconflicting other civil air traffic that wanted to see what was going on. Unfortunately only 2 of those rescued survived. I suspect that would have been zero, had the Pelicans not been there to run the show.

In the Caribbean, the primary focus remains Counter Drug Operations, flying aircraft in search of drug smugglers overland, in the air and on the seas. In typical VP-45 fashion (and not surprising to any of you I'm sure), the Pelicans were instrumental in 3 major drug busts and disruptions in the first 2 weeks they were in theatre. The impact of their efforts resulted in the seizure of over 15,000 kilos of cocaine and marijuana with an estimated street value of over 4 Billion dollars. That is more than most squadrons do in an entire 6-month deployment.

The Officers, Men and Women of VP-45 continue to be the very best the Navy has to offer. What most organizations see as challenges, VP-45 sees as opportunities. I suspect that a lot of their success is due to the pressure they put on themselves to measure up to those Pelicans that have come before. You can be justifiably proud of each and every one of these outstanding Sailors. I know I am!

Sincerely and Very Respectfully,
CAPT Mark Ensor, CPRW-11

Ed. Note: This is the first input we have had from the Wing Commander, and the Editor wants to thank the Commodore on behalf of the Association for his gracious consideration in agreeing to contribute his remarks to our members. Thanks also go to LT Rankin of the Commodore's staff for his cooperation and assistance.

Membership Stats

Our membership stands at 460 active dues paying members as of 1 February. Some will inevitably be dropped on 1 March when those who have not paid 2002 dues will be moved to the inactive roster. As mentioned ear-

lier in this newsletter, if your address label has an asterisk (*) after your name, you fall into that vulnerable member category and this is the last newsletter you will receive unless you remit dues right away. You are a valuable member of a unique and exceptional organization of ex-Pelicans who served honorably in one of the best, if not THE best, VP squadrons in the U.S. Navy. Don't just re-up with your dues — find another squadronmate who isn't a member and invite him to join the group!

The number of potential members out there is staggering, and we can offer those wandering Pelicans a post on which to light and enjoy the camaraderie of our organization and a renewal of old acquaintances. Let's ALL try to invite at least one more person to join us — and do it before the reunion. You'll feel good about it!



Mail Call !!

9/22/01

Hi Chuck,

(Notes from a longer message) I'll be attending the Quiet Birdman Governor's convention in Buffalo, NY in October. The very bright spot is that my old VP-45 (PBY) buddy, George Stark, only lives an hour's drive away in Pittsfield, NY. He is to meet me in Buffalo on the 9th of October. The plans are to stay with him on the 9th and 10th and he will drive me back to Buffalo early on the 11th. I'm really looking forward to this reunion since we have not seen each other since May 1945 — more than 56 years!

Another great newsletter and thanks for caring!

Roger Ferguson

(Ed. Note: OK, you two, now we hope to see you in San Diego this year.)

Advice From Kids

"Never hold a dustbuster and a cat at the same time."



Sept 2001

Gentlemen,

It is with heavy heart that I inform you of the passing of another of your comrades, my husband.

Robert A. Cressman, CDR, USN (Ret) died Sept 9, 2001, proud to the end to have been of service to his country.

Regretfully,

Nancy H. Cressman

(Ed.Note: Mrs. Cressman desires to remain in our roster as a life member.)

10/3/01

Mr. Caldwell,

Thank you for following up on the VP-45 newsletter. Your records are current and accurate — same address, same wife (Ann) and so on.

Daughter Jennifer moved to California over a year ago and filed, with our local post office, a change of address. For some unexplained reason, that change of address got reactivated recently even though a full year plus had gone by.

Thank you again.

Pete Hofstedt

(Ed.Note: The above letter was in response to a mix-up by the USPS. It seems the newsletter sent to Pete in New York was returned to the Association with the notation "FWD time exp rtn to send fee due" and gave a forwarding address for Jennifer in California. The Editor sent a copy of the returned cover page to Pete's last address, the one on the newsletter label, and asked for a clarification. Pete's response is above. Pete's newsletter was again mailed to him at the USPS expense. Sometimes the USPS moves in mysterious ways!)

12/29/01

Chuck,

I was assigned to VP-45 after completion of Aviation Electronics School in Memphis, and one year teaching at the school. There were about six other AT's assigned to VP-45 at the same time I received my orders. They had also served one year teaching. We all finished our four year enlistments after being in Coco

Solo with VP-45 for about twenty months. Most of us were married and had our wives with us in Coco Solito, Panama.

I saw Harry Mendelson's letter in Newsletter #28 that was mailed to me. I knew Harry, and we were pretty good pals. I haven't seen nor talked with him in almost fifty years!

I would appreciate a roster of members in the Association. Enclosed you will find my check for one year dues.

Arthur J. McFerron

1/6/02

Hi All! (via e-mail)

This was a great morning. The phone rang about 11:00 AM and you cannot believe how delighted I was to hear Al McFerron say, "Hello."

Art is in Kansas City and seems to be enjoying the role of Grandfather. We spoke for quite some time and he really brought back some great memories. He brought up some names that I could not remember, but the stories I certainly did remember. He sounded exactly the same -- same sense of humor and just one of the nicest people I knew in the Navy.

He has a ton of pictures that he will have copied and sent, so I really look forward to that.

Harry Mendelson

2/16/02

(From a new member's Green Sheet)

I completed operational flight training at Banana River NAS in January 1947, FATUELANT at Norfolk early in '47 and reported to VP-45 in Bermuda in 1947. Brantley was my first CO, then O. O. Dean. I married 8 August 1948 and brought my bride to Bermuda, and was discharged in July 1949.

Completed college at Tri-State Indiana and took a job as engineer/pilot at Westinghouse Electric at BWI Baltimore in July 1952. Attended Navy Test Pilot School at Paxtuent river in 1955. Retired from Westinghouse as Chief Engineering Test Pilot in December 1985.

Flew various military aircraft to flight test RADAR and avionics systems that were built for air Force and

Navy aircraft.

Recalled to one year active duty in 1961 from Navy P2 reserve squadron VP-661. retired from the reserves in 1966 with 22 years' service.

Jane and I now live in CC Retirement Community at Westminster MD. We have six children and thirteen grandchildren.

(And this added via e-mail: Chuck, got your note. Too much time and space to list every airplane, but I counted 58 in my log books over the years. The Navy years showed N2S, SNJ, SNB, PBY, PBM, P2V, PV2 and PB4Y2. This included the years in Reserve. The types in the Patuxent test pilot school included UF1 (HU-16), F9F, T33, F8F, FJ2, A4D, PB4Y2 and T28. The other 42 were from 1952 to 1985 at Westinghouse, and included about every type military aircraft that we built RADAR or avionics for. The list ran from F3D to the F4D Phantom in fighter types and A3D, B66, B57, R4D and other test bed aircraft that were purchased by the company for avionics testing (I told you this would be time consuming, but you can shorten it by saying over 50 types in 40 years of flying. *Editor: Not on your life!*) My oldest son was a Navy pilot in a P3 squadron and then with the airlines. He has more flight time in 30 years than I had in 40.

I wrote Andy Sinclair in BDA and we will meet in early March. Thanks for his E-Mail #. I am anxious to see the roster for old names I might remember. Take care and keep in touch.

Ralph E. Nupp

Bill Berg sent the name and address of a potential member. A newsletter packet and invitation to join resulted in the below e-mail and a new member.

3/4/02

To all of my refund squadronmates:

I count 18 of you in my address book. Please let me know if I am missing anyone. I think often of the Coco Solo days and the guys I worked with there. A picture of EE 7 in the air hangs above my desk in my office here at home. Finding you from an impulse of plugging VP-45 into a Google search and connecting into all of that material on the squadron is still a bit overwhelming. The kicker was finding a posted E-Mail

from Bill Berg and his E-Mail address - several years old but still active.

Just a quick bit of background to reintroduce myself:

I joined the squadron about March of 1954 with Bill Berg. We came from Memphis via Norfolk by troopship. I left the squadron about July of 1956, having been accepted for the NEASP program, later to become the NESEP program. Spent 2 years at Purdue, then 2 years at Patuxent River where my twin daughters were born, then 2 more years at Purdue, graduating in June 1962 with a EE degree and orders to OCS and then USS Independence.

Twenty months in Independence as E Division Officer (they made a black shoe out of me) then orders to a new construction Destroyer Escort, USS Davidson, which after about a year in New Orleans at the builders shipyard took me and my family to Pearl Harbor where we lived for about a year.

I put in my papers about 1 hour out of Pearl Harbor going West and wound up giving the Navy about one year beyond the obligations incurred with all that school and the commissioning.

Got to San Francisco without a job and settled on Grumman Aircraft Engineering Company on Long Island, NY - Stayed 23 years with them and, when we had won the cold war and some very generous incentives for retirement were offered, I retired.

Finished my Navy career in the reserves. Couldn't throw away 15 years of credit towards Navy retirement.

Live very comfortably now in a huge old 1908 post Victorian house in St Paul, MN, where my wife and I love to have house guests, so if any of you have a need to travel to Minneapolis-St Paul we have a private guest suite fully ready.

I have a great many color slides of the Coco Solo years and a new upscale film scanner which I haven't fully learned to use yet. Bill Berg has promised to send a CD ROM with pictures and some VCR tape of his movies so I will have to get busy to return the favor. I should be able to produce a CD by sometime this summer.

I am looking forward to seeing all of you and am now planning on a trip to the West coast for Fleet Week and the VP-45 reunion. I am hopeful that I can meet will Art Buchanan and Bill Trampe before then since they live close by.

I am so very pleased to have made contact with you guys once again and am looking to retelling sea stories with you again. I have always said that no place on earth could produce so many sea stories as a seaplane squadron.

Hoping that you are all comfortable and prosperous,
John A. Buche

This also from a new member Green Sheet:
3/6/02

We are currently in the process of moving in/remodeling. As soon as the dust settles and the boxes are all gone, I will contribute both articles and pictures.

While reading the Sept 2001 *Pelican Post* I was surprised at the flood of memories that I had — especially good Dave Hume stories. This will take a while but you'll have material.

Best regards,
Jim Neal

From Lauren, age 9:

"Felt-tip markers are not good to use as lipstick."

And this from Amir, age 9:

"You can't hide a piece of broccoli in a glass of milk."

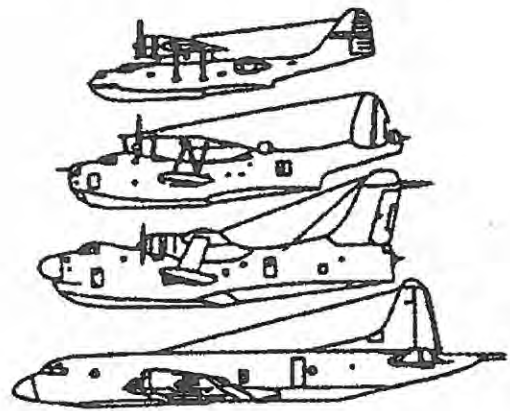


The Reunion Network

As mentioned in this publication previously, The Reunion Network conducts conferences and FAM events at various reunion friendly cities. Our Association will pay the registration fee for a member and one other to attend one of these if the member will volunteer to host one of our reunions. The events last three to four days, offer free lodging and meals plus trips to local reunion event places. The conferences also teach planners how to plan a reunion and what to avoid or "lookoutfer." Contact Tom Golder or Chuck Caldwell if you would like to attend one.

San Diego 4/29 - 5/2; Washington DC 6/6 - 9;
Chattanooga 8/15 - 18; Louisville 9/23 - 26; Columbia SC 10/24 - 27; Palm Beach Gardens 11/7 - 10.

Pelican Tales



A Pelican Tale

by

Bob Kraus (AMM3/c) '44 - '46

I joined VP-205 in May of 1944 at Trinidad BWI, Scotland Bay, flying PBM-3S type aircraft. Someone told me I was a replacement for someone who was hurt in a fight with a German U-Boat. How true, I don't know. (*Ed. Note: Probably true. There was quite a bit of enemy action by VP squadrons there at that time. Several PBM's were lost.*)

Eventually we completed our work in the Caribbean and moved back to CONUS — Norfolk. After leave was over, we got the new PBM-5's. My crew got PBM BuNo 59003. We were assigned a gunnery training hop the day of Halloween, mostly strafing runs on a sled towed by a Coast Guard coastal vessel.

We had made several runs at the target; J. Kleinosky AMM2/c was at the starboard waist gun; I, R. L. Kraus AMM3/c, was on the port waist gun; and A. J. Wolek AMM3/c was in the tail turret. Jack Thwaites ARM2/c was standing just aft of the waist gun area when — WOOMP! — the hydraulic system operating the guns erupted in flames all over the waist gun area.

Kleinosky reported to the PPC about our situation. I ran forward to the flight deck and John Vacjovec AMM1/c told me to inform the Plane Commander (I think LT Stubbs), who then followed me back to the after bunk room. I opened the hatch for him and his eyes actually widened in shock at the sight. He ran forward to his left-hand seat and chopped power for an open sea landing off Kitty Hawk, N.C. All this time 50 cal ammo is cooking off in the waist area.

We made a storybook landing on a wave crest and rode it out. My job on such a landing was to be on the APU deck with the large pneumatic life raft, to pop the Nav Astral Hatch then standby to deploy the raft on the wing if we had to abandon the aircraft. We didn't have to abandon the plane ☺. Once the plane stopped, the fire was minimal and easily extinguished with the on-board CO₂ bottles.

All this time, Wolek was in the tail turret sweating it out; the 50 cal. flying around and then the open sea landing! Jack Thwaites was forced into the tail section by the smoke, flames and popping ammo. He came running through that mess to the after bunk room when he had his nerve up.

Well, the sea was relatively calm. H. M. Disotell ARM1/c had followed MAYDAY (radio) procedures, so we had planes circling s in a little over an hour — our squadron mates, a couple of B-25's from Cherry Point MCAS, and even a blimp from Elizabeth City snapping pictures with an aerial camera. The shutter

really echoed off the gasbag.

The Coast Guard patrol craft finally got the tow cable reeled in after three hours and took us in tow. We had to pump the after bilge, yes with that electric pump — it *really* worked. We bunged up a couple of bullet holes that were below the water bulkheads to stop all the leaks.

All hands went out the flight hatches in front of the radome, over the bow turret and onto the deck of the patrol craft; all hands, that is, except the junior crewman — ME, old RL, captain for ten hours of a derelict seaplane being towed through Oregon Inlet, bouncing off sandbars and all! Someone relieved me after daybreak so I could get some breakfast of scrambled eggs, hash browns, toast and coffee. Man, those Coasties ate good!!

We docked at Harvey Point NAAS and new/old 59003 went to O&R. We saw it later at Kaneohe Bay as a VH plane for the assault on Iwo.

Not Really a Pelican Tale, But . . .



Art Buchanan sent this to Jerry Green, who lived in Tallahassee:

I passed through that section of the world once, as I recall. Denny (Trampe) and I were in JAX from Coco Solo while the skipper went to D.C. We went to town Friday nite, and 'long about midnight Trampe informed me he had won a 1939 Willis auto in a poker game in the back room of the hotel.

We knew a couple of gals who had flown to New Orleans for the Mardi Gras. Since we weren't due back 'till Monday AM, we piled in that little ole car and took off around midnight. The sun came up and we were in Pensacola at daybreak.

The rods were knocking in that 'lil car and we had to discuss a Plan B. Sold the car at a junk yard, caught a bus back to JAX — and broke the hearts of the girls who didn't even know we were coming!

Since I slept most of the way back, and it was dark when we were passing your area, I don't remember much about the scenery. *Those were the days*

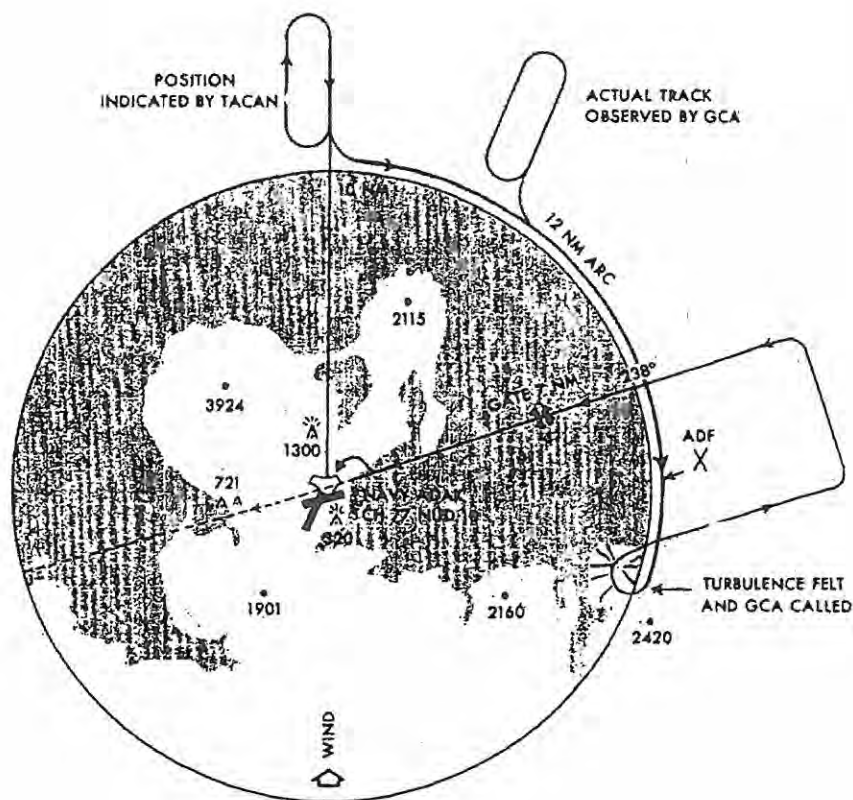
Another Adventure of *The Iron Duke!*

Attached (see next page) is a copy of an *Anymouse* Tom Golder submitted to *Approach Magazine* in the 60's.

After taxiing to the ramp, I was so angry at (me) and GCA I stomped over to the GCA shack to chew some butt for not monitoring our approach better. It was about a 1/3 mile walk — and by the time I got there I was so happy to be alive and not on the side of the Razorback mountains I just told them, "Guys, you could have done a better job of following our flight."

Some Pelicans who have been to Adak might be interested. The Third Pilot, Co-pilot and Bob Sheffield, the chief tech, were at the Pensacola reunion.

Lock-On Error



On return to Adak from a routine patrol the third-pilot/navigator of the P-3 was in the left seat. The weather was well above minimums, 1000 overcast, with 7 miles visibility, so I decided to pass up the usual GCA and let the third pilot shoot a Tacan approach.

After a few turns in the holding pattern at the initial approach fix we commenced approach, in the clouds with GCA monitoring us. Everything looked good on the 12-mile arc except that I didn't think the third pilot had pulled enough power off to make it down to 1500 ft at the seven-mile gate but I decided not to say anything and see how he would handle it.

After awhile I switched my

Horizontal Situation Indicator (HSI) bearing indicator selector to ADF to cross-check our position; it showed us well past our inbound bearing but since our bird-dog had been unreliable the last few flights I figured that it was no good and switched back to Tacan.

We were just passing 3500 ft when we approached the inbound bearing (or what we thought was the proper one) and I remarked that we were going to be high at the seven-mile arc and suggested we take off some power to make 1500 ft at seven miles. About this time we got in some heavy turbulence which made me wonder about things (there was a strong south wind). As I was reaching to switch the bearing selector to ADF

again, GCA called, saying that they had a faint target east of the field and requested our altitude.

A fast switch to GCA control, switch to ADF on the HSI, a level off, then we climbed to 3500 ft. Reevaluation of the situation revealed we were indeed east of the field flying in the clouds over 2400-ft peaks.

The flight was terminated with a normal GCA with a 40-degree error in the Tacan all the way into 3 miles. All I can say is thank goodness for GCA and 3Ps that are inadvertently high on Tacan approaches. If we had been at 1500 ft approaching what we thought was the seven-mile gate the flight surely would have been terminated by the mountains east of the field.

Although the author of the following tale is not an ex-Pelican, his story took place during a time and in places both VP-205 and VP-45(PBY) were located. You will find it interesting.

I was in the Radio Test Division at Patuxent river in 1943-44. We tested radio equipment in every type aircraft used by the Navy. I was in charge of the maintenance crew of one of our aircraft, a PBM-3D BuNo 45233. My superior was LT Wimbush. One test run was scheduled to South America and, knowing the trip

would be great, I went to LT Wimbush and said, "It might be good for someone in engineering to be on the flight." "Who do you suggest?" he said. "ME." I said.

We took off on 28 November 1944; pilots were LT McWatty and LT Renner. Here is the flight itinerary:

11- 28 - 44 to Pensacola. Repaired starter solenoid on starboard engine.

12-1-44 to Corpus Christi

12-3-44 to Key West

12-4-44 to Key Guantanamo Cuba

12-5-44 to Coco Solo

12-7- 44 to Trinidad (Where VP-205 was stationed)

12-8-44 to Belem had both engines checked. Efficient as well as the beaching crew. (Where VP-45/PBY was stationed)

12-9-44 to Natal- destination

12-11-44 to Belem (VP-45/PBY)

12-12-44 to Trinidad (VP-205)

12-13-44 to San Juan engines checked

12-18-44 to Bermuda

12-21-44 To Patuxent

Needless to say, it was a very interesting trip. Naturally, the bomb bays were empty when we departed, but full when we beached at Patuxent. Cases of rum at a dollar a bottle. Cartons of cigarettes at 5 cents a pack. We were very popular with our mates. As I don't smoke, I used some of mine as tips on liberty. I hope you can use some of this. I enjoyed recalling it.

William Daugherty ACMM



From The Editor's Desk

C. B. "Chuck" Caldwell

Editor Needed

In March, 1991, Jay Thomas, Association co-founder and first newsletter editor, requested a volunteer from the membership to relieve him of the newsletter editor job. I thought it would be fun and educational to edit the newsletter, and VP-45 had been very good to me, so I jumped in and agreed to relieve Jay.

It has been a tremendously rewarding eleven years of editing, collecting memorabilia, making archival files of sea stories, graphics, letters, articles and historical data for the PATRON FOUR FIVE Association. I have decided it is time to allow someone else to enjoy the privilege of serving our members as newsletter editor and Association Secretary; therefore, I will step down at the end of our fiscal year, 1 November 2002.

The job will require a volunteer from our membership to come forward to "assume the position" and take over the two jobs, which are really just one combined function.

The Association has purchased several computer applications for use in the jobs, and they go to whomever is the next editor/secretary. They consist of Adobe PageMaker 6.5 Plus, Adobe PhotoShop 5.0, Caere OmniPage 10, My Labels, and perhaps some privately purchased. The new editor may choose to use different applications if he/she so chooses. There are complete archival files in both print and digital format, including every newsletter from #1 to this edition, all original data used for each newsletter from # 8 as well as that used by Jay in earlier editions. There is a daily log of all activity, expenses, etc. since I assumed the job, and much archival data in files that are irreplaceable and true treasures. Most of the archival data has

been transferred to CD's and go with the files. Additionally, we have several boxes of framed articles such as copies of archival photographs, newspaper pages and the like that are displayed at reunions and must be maintained, shipped, displayed, and returned to their storage. We use UPS, or similar, to transfer the boxes to and from at Association expense (that's one of the expenses your reunion registration fee enables).

The actual preparation of a newsletter is not difficult, and one may want to use previous editions as a guide. All section graphics are included, i.e. the one at the head of this article, and many of the articles are submitted by others and require little, if any, editing. Knowing how to type is a big necessary, though! Becoming familiar with PageMaker is not intimidating, particularly after taking the "Classroom In A Book" course that comes with the application — it's a great teacher. Microsoft Word can do the job too, as can several other publishing applications. Same for graphics work. I use a flat bed scanner that will copy legal size objects (I don't want to fiddle with stitching pages together), an inkjet printer, my trusty computer, and a dependable Internet provider to go with my Eudora E-Mail program. After Joan and I assemble and proof the material, we use Office Depot or similar copy shop to run the copies. We stuff the envelopes, put address labels on, insert them in sacks and take them to the USPS, where the Association maintains a bulk mail account. Learning the USPS rules are easy and about the only thing that changes is the cost of mailing! ☺ ☹

So much for the newsletter jobs. I find corresponding with others about VP-205, VP-45(PBY) and the active VP-45 is very interesting and rewarding. I make sure several magazines are kept up to date about our reunion plans, and try to find new ways to locate prospective members. In other words, the position can be as time consuming as you like but requires attention to continuity and the maintenance of a steady flow of data in as well as out if our Association is to remain viable.

OK. That's it in a nutshell. I can assure anyone who takes the position that I will be available for any help or advice that may be needed or desired but, come November, I will no longer prepare the newsletter or act as Secretary.

Ken Cory Leaves Us

On Thursday, January 24, 2002, Ken Cory passed away.

Ken volunteered to be our Association Treasurer in November 1992 when Dave Johnson, en route to JAX for our reunion, developed health problems and had to return to Pensacola. For the next six years, Ken maintained the financial records and dues roster in 4.0 condition. During that time our Association was incorporated as a non-profit veterans organization and Ken handled all the financial details that went with that evolution. He was a tireless worker at every reunion and was instrumental in their successful operation. As Treasurer, he was a true pleasure to work with, always eager to exchange communication with any and all members, especially the newsletter editor, and a very cooperative co-worker. I will miss him and his gruff exterior (and truly kind interior!).

Ken retired as a Commander after 29 years of active service that took him from his St. Paul, Minnesota origin through World War II and the Korean War, and from flying fighters to multi-engine seaplanes in VP-45, where he was the Operations Officer, to retirement in Pensacola with his wife of 54 years, Vivian. While in retirement, Ken devoted many hours of volunteer work to the Naval Aviation Museum in the restoration program and other services.

Vivian has requested any donations in his memory be sent to the Naval Aviation Museum Foundation's *A Gift In Memoriam Program*. This provides a permanent and dignified recognition and helps preserve the history and heritage of Naval Aviation. Should any member desire to make a donation in Ken's memory, please include the following data: Kenneth J. Cory; your name, address and telephone number; and the person to be notified of the gift (Mrs. K. J. Cory, 1845 Hallmark Drive, Pensacola FL 32503-3368). For further information, please contact Mrs. Linda Shelly at (850) 453-2389 or (800) 327-5002. Address your donation to: Naval Aviation Museum Foundation, Inc., PO BOX 33104, NAS Pensacola FL 32508-3104.

VP-45 (PBY)

A memorial for Calder Atkinson and crew will be held by the family at the St. James Episcopal Church, 25 S 3rd St., Wilmington NC 28401-4595, at 10AM on 12 August at "graveside". Relatives expect to affix a plaque to the grave marker giving details of the crash and permanent crew burial site.

If you plan to attend or send a memorial donation, please let the church know. Crash details were in Newsletter #28.

Picture of VP-45 Insignia Donated to CPRW-11

At our reunions we display various articles such as donated artifact material, copies of historical newspapers, and other objects such as copies of photographs that represent the many stages of the active squadron as well as VP-45(PBY). The display has been very well received by all who have attended the reunions, and we always welcome additions to the collection. Copies will be made of any photograph or other such material that the donor wants returned.

One of the display articles is a picture of the various insignia associated with the active VP-45 since its establishment at Norfolk on 1 November 1942. An offer was made to CPRW-11 that was not refused — that of a copy of the photograph shown below. The size is 13X19 on glossy photograph paper, in color, and is a striking rendition of the patches, including a short history of each as appropriate.

Insignia History
VP-205 / VPB-205 / VP-MS-5 / VP-45



Original VP-205 1/12/1944



Modified VP-205 1945



Modified for Pacific Theatre OPS 1945



Composite For Current Use



Redesignated VP-45 9/1/1948



Modified for P-3 Aircraft
(Unknown if submitted to or approved by CNO)

CNO 4 February 1948 VP-45 submitted the above insignia, without the VP-45
to CNO for approval. The modified insignia to express the following ideas:
1a) The person, as a snake, representing the aircraft, a global predator.
1b) The person, as a primary mission of the squadron, ASW.
1c) Bombers and the final disposition to the secondary mission of the squadron Long Range Search.
CNO in 48720965 dated 1 December 1955, approved the insignia.

Mort Reports On The Search For New Officers



Your Nominating committee has been actively searching for qualified volunteers to occupy your Association's offices for the two year period subsequent to our San Diego reunion. I am very pleased that John Chappell and Leo Cimino, both highly qualified, have graciously accepted nomination to the office of President and Vice-president respectively. Your long term Treasurer, Dave Johnson, has agreed to serve in that office for another term and then he will retire. This leaves the office of Secretary and Pelican Post editor without a nominee. Chuck Caldwell has given unstintingly of himself for over 10 years in office. HE NEEDS AND WANTS TO BE RELIEVED!! He has just about "automated" this office and has explained this in the previous article.

The Nominating Committee has bombed out. Out there, somewhere in "Pelican Land", is someone who would like to hold that office but we just missed him/her in our calls. No matter! Please call or e-mail me or Chuck to offer your services or for more information. Or, to suggest someone else for me to contact.

Mort Eckhouse

.....

Don't Try passing On a slope
Unless you have A periscope . . . Burma-Shave

.....





The Pelican Post

of the

PATRON FOUR-FIVE ASSOCIATION

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

Newsletter # 30

September 2002

ATTENTION!

READ THIS!!

ALL HANDS: Dues are \$20 per year 11/1 to 11/1 (\$75 for five years/ \$200 for Life). The Roster and the 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 USPS makes for each correction notice. If this edition is forwarded to you by the postal service, we will have automatically received your new address and been charged for the service.

IF YOUR ADDRESS LABEL HAS AN ASTERISK AFTER YOUR NAME, YOUR DUES ARE NOW DUE.

P R E S I D E N T ' S M E S S A G E

Tom Sez . . .



Well, we are down to the wire here and are hoping that this issue of the Pelican Post will inspire some hold-out Pelicans to sign up for the 2002 Reunion. Please see the enclosed Reunion info and revised registration forms. The forms now reflect ships' tours that were not available when the Spring issue of the Pelican Post came out. If you have already signed up under an old registration form and want to change an item, please let us know (see page 10), we are very flexible.

This is my last message to you in this venue since, as you know, at the business meeting on Saturday 12 October a new President will be elected by the members present. I just want to say that the past four years have been a fun time and a learning experience for me. I regret that our membership is dwindling; we obviously need to reach Pelicans from a younger age group. That will be one of the challenges for the incoming officers. I cannot sign off without mentioning the superb contribution that Chuck Caldwell has made to our organization. To put it simply, the Association would not have survived this long without Chuck's hard work, long hours and dedication. Thank you, Chuck.

I also would be remiss unless I mention Chuck Comeau, Dave Johnson, Mort Eckhouse, and Hank Gorman for their sage counsel and incisive advice. Thank you all.

Hope to see many of you in San Diego in October.

Tom Golder

This Is No Drill !

Now and then the Association receives pictures, first-person stories and accounts of events long past -- and sometimes not so distant. The message copied here is one of those rare items received by our Association which not many have seen before. It is a true treasure, and is made a permanent part of our archival files. As you can see, the message is one received by COMMANDER AIRCRAFT SCOUTING FORCE and was sent by CINCPAC when the Japanese attacked Pearl Harbor on 7 December 1941.

Can't you just imagine the impact the message had on those units that were not in the local area or could see the attack?

RA 12 TB 14 V AC CO-1 ANDER AIRCRAFT, SCOUTING FORCE INCOMING
 Heading: L Z F5L 071830 08Q TART 0

AIR RAID ON PEARL HARBOR X THIS IS NO DRILL

Originator		Date-Time Gr.	Date	System	Supp	C.W.O.	Number							
CINCPAC		071830	7 DEC 41	TT	PF		338							
Classification Precedence		Action		Info.										
URGENT		ALL U S NAVY SHIPS		PRESENT HAWAIIAN AREA										
AD	CS	OP	FS	FLT	GUN	MAT	ENG	SUP	SDO				COM	ACO

Notes From All Over

In this newsletter, there are:

Characters 64,494
 Words 13,333
 Sentences 815
 Text Objects 157
 Stories 131

(Does not count the Registration Form)
 Don't count 'em -- Just read 'em ALL!



If your address label has an asterisk () after your name, your 2003 dues of \$20 are due and payable to the Treasurer not later than 1 February 2003. Please send in your remittance NOW and avoid the Association's expense of notifying you again — and your annoyance at being reminded ☺. An envelope addressed to the Treasurer is included for payment of dues or for your reunion registration form -- or both.*

If your address label has a number after your name, your dues are paid thru that year. As always, since we are incorporated as a non-profit veterans group, any and all donations are tax deductible.

The Management Thanks You In Advance For Your Cooperation!!!



Mort Searched . . . and Searched . . . and . . . FOUND !!!



Mort reports that he and his Nominating Committee have been successful in their search for candidates to be nominated as our Association Officers at the coming San Diego reunion in October. Our bylaws specify that nominees for office may be submitted by any member either in writing or by voice at the reunion business meetings. We also have a Nominating Committee to search and locate willing members who will volunteer to have their names placed in nomination at the meeting. The committee intends to place in nomination the following members for the respective offices:

President	John Chappell
Vice President	Leo Cimino
Secretary/Newsletter Editor	Steve Riddle
Treasurer	Dave Johnson

Biographies of the candidates are shown below. Dave's biography was in a previous newsletter and is repeated here.

For President:



John R. Chappell was born in Louisiana, Missouri, on 28 August 1923. His parents were Robert L Chappell and Garnet Behringer Chappell. John attended schools in Louisiana and graduated high school in 1940.

After one year at Westminster College in Fulton, MO, he entered the U.S. Naval Academy in July, 1941. He graduated in 1944 with the class of 1945 and was commissioned Ensign, USN. He reported for duty in the USS CHESTER (CA 27), which was then refueling and replenishing stores at Pearl Harbor prior to returning to the western Pacific. He served in the Gunnery Department as battery officer of 2 5"25 dual purpose guns and later as turret officer in turret two, with 3 8"50 guns. When WW II was over, John reported to flight school and was designated a naval aviator at Pensacola in May, 1947. After advanced training he reported to VP-49, homeported in Norfolk where he became a PPC in the PBM Mariner. This tour was followed by duty as flight instructor in PBMs in Corpus Christi. The next assignment was Aviation Electronics School in Memphis, then off to NAS Agana, Guam, where he became Communications Officer. VP-48, homeported at NAS North Island, was next. Most of this tour was a deployment to MCAS Iwakuni Japan. He was then a PPC in the P5M-1 Marlin.

John was next ordered to the Pentagon for duty in the office of the Assistant SECDEF for Legislative and Public Affairs. Upon tour completion in 1957, John was ordered to the Naval Intelligence School. Upon graduation he proceeded to the U.S. Embassy in New Delhi, India, with accreditation also to Kathmandu, Nepal. In this assignment he became a TPC (Transport Plane Commander) in the R4D Dakota aircraft.

After New Delhi he returned to Norfolk for Armed Forces Staff College and then joined VP-45 as a *Pelican* in Bermuda in 1960, flying the P5M-2. He was Operations Officer then fleeted up to X0, then Commanding VP-45 with a seven plane detachment at Guantanamo Bay for the duration. After the VP-45 tour it was back to the Pentagon for duty in the office of the DCNO (Plans and Policy). During this duty he was promoted to Captain and became Executive Assistant to the DCNO.

John was then assigned as the Chief Staff Officer in Fleet Air Wing Two at NAS Barbers Point. From FAW-2 (now referred to as PRW - Patrol Reconnaissance Wing) he went to NAS Olathe, KS, as Commanding Officer. His twilight tour was again in Norfolk on the staff of CINCLANT and SACLANT. He retired in 1974.

In December, 1945, John was married to Billie Shaffner of Louisiana, MO. They have three daughters, Rebecca, Janice, and Bobbie. All three were married and out of the nest when retirement came, so John and Billie sailed their new Gulfstar 36 motorsailer, MISS LIBERTY, down the Intracoastal Canal then over to Pensacola, where they now reside. They enjoyed the Gulf, cruising waters from New Orleans to Panama City, Florida.

John was active in the Pensacola Yacht Club, Kiwanis, TROA, Navy League, USNA Alumni Association, and other community and church activities. John and Billie, in addition to their three daughters, now are blessed with seven grandchildren and two great-grandsons — with another expected in early 2003.



For Vice President:



Leo was graduated from St. Louis University with a BS in Aircraft Maintenance Engineering in 1960. He completed TACO training and was assigned to VP-45 as a Navigator and TACO from 1960 to 1964. He left the service and was employed by McDonnell Aircraft as a Technical Writer from 1964 to 1965, when he left for employment with GE Aircraft Engines as a Development Test Engineer, Tooling Designer, Customer Service Engineer and Customer Service Manager.

Leo and Randi (Hazard) were married in 1963 when he was in Bermuda with VP-45. They have one son, Mike, two daughters, Karen and Anne, and seven grandchildren. Leo and Randi make their home in Fairfield, Ohio.



For Secretary and Newsletter Editor:



Steve grew up in Tahoka, a small town in far western Texas. Prior to enlisting in the Navy his travel was limited to Texas and New Mexico. One reason he enlisted in the Navy was so he could see the ocean. He got an early start in life with his graduation from high school at age 16. Four days after his 17th birthday he was sworn into the Navy in Albuquerque, New Mexico.

Steve's naval career was short but a very special and memorable time in his life. His sole active duty station was with VP-45 as a *Pelican* in Bermuda where he served as 2nd Tech on crew 9 and 1st Tech on crew 1. He attained the rate of 2nd class petty officer and left active duty a few days before his 21st birthday in 1962. He then enrolled in college and subsequently earned a bachelor's degree in electrical engineering from the University of Texas. Steve's entire civilian career has been in the aerospace industry. He recently retired from Lockheed Martin Corporation where he was employed as an engineering project manager. While at Lockheed he had the good fortune to be part of the team that designed and integrated avionic systems for military and special mission aircraft.

The prospective Newsletter Editor and Association Secretary lives in Fort Worth, Texas, where he and his wife Nicki enjoy traveling, gardening and spending time with their children and grandchildren.

Treasurer:



Dave Johnson, incumbent 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 Point 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 started 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 VP-30 RAG (Replacement Air Group) detachment at Norfolk. When the Norfolk detachment of VP-30 was sent to Jacksonville in 1961 to join the parent squadron, Dave was assigned 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 (CVS-10), as the Assistant Navigator.

In 1966 Dave was transferred to VP-19 at Moffett Field, flying the P-3's. His next duty assignment was to NAS Whiting Field as a flight instructor 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 1975 while stationed in Spain, and worked for a while in Nashville at Aladdin Industries, then moved 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. He plays golf, has a kayak, likes to bowl, works in Bingo for the Elk's Lodge and enjoys his grandchildren.

The following article is reprinted from *The Wilmington Star* newspaper and was written by reporter Sam Scott on 13 August 2002. It concludes the search and discovery surrounding the VP-45 (PBV) crash in Brazil in 1943 that took the lives of an entire crew, including the Commanding Officer, LCDR Calder Atkinson.

A surprise from the past gives a WWII officer's friends and family another chance to say good-bye



Left: A U.S. Navy Color Guard displays a U.S. flag Monday at a graveside ceremony at Oakdale Cemetery for Lt. Cmdr. Calder Atkinson.

Right: Lt. Cmdr. Atkinson's niece Margaret Segal-Atkinson holds his dog tag, returned from Brazil 57 years after he was killed in a military plane crash.



The propeller plane that drowned out the minister's voice seemed almost heaven sent, many said. The perfect tribute for a fallen pilot.

"It was like we ordered them," said Mary Stone, the dead man's niece.

Nearly 60 years after his World War II death, Lt. Cmdr. Calder Atkinson got a homecoming of sorts Monday as friends and family gathered in Oakdale Cemetery to greet the return of a dog tag that carried with it much more than the information pressed into it.

The small stamped plate, a relic from the fatal crash site, has given those who knew the commander, and others who knew only his story, a chance to say good-bye and a chance to know more of the truth.

"I had always wondered what were the circumstances of his death," said Robert Calder, the commander's younger cousin, who, like everyone, thought the remains lay in Brazil.

And if it weren't for the Internet and the dogged work of a retired Navy Commander, Lt. Cmdr. Atkinson's dog tag would still be with the farmer who helped bury the mangled crew, and Mr. Calder would be none the wiser.

The journey home began two years ago. Charles Caldwell, a retired naval commander in California, got an e-mail from a Brazilian man (*Brazilian Air Force Officer*) wanting details on the crash. Cmdr. Caldwell is secretary of an alumni group for Patrol Squadron 45, in which both men served, but at different times. (*Editor Note: It's hard for some to grasp that there were two VP-45's involved here -- the PBY squadron and the one descended from VP-205.*) On May 10, 1944, the writer's uncle traveled all night to search for survivors before turning to the grim task of dealing with the dead, somehow picking up Lt. Cmdr. Atkinson's ID in the process, the man wrote.

Cmdr. Caldwell, a historian of the squadron, wrote that the tags should be returned to the family and the man agreed, sending them to the commander.

And then began six months of solid work, in which Cmdr. Caldwell tracked down every scrap of paper the military had on Lt. Cmdr. Atkinson, giving him a mountain of paper work, but no sign of the man's kin, he said.

The lieutenant commander's wife was dead; the pair left no children; and a scan of Wilmington-area Atkinsons brought up nothing, Cmdr. Caldwell said.

But then an officer in the Navy's missing person's section suggested that the commander's first name might be a family last name.

Mr. Calder said the Navy people sounded more excited than he when they found him last year.

With the tag came all the information Cmdr. Caldwell had found, including the final resting place of the remains, which were not in Brazil but in Rock Island County National Cemetery in Illinois.

Theories that the commander had been on a spy flight were replaced by the more ordinary official account, which states he was on an administrative flight to meet his new command. (*He was reporting in person to his superior in command.*)

Besides Mr. Calder, the closest remaining relatives were Margaret Segal and Ms. Stone, his nieces. Ms. Segal, who was a small child when her uncle died, came back from her home in Switzerland to plan and attend Monday's ceremony.

Ms. Segal's smudged mascara spoke to the emotion of the ceremony, but in the main it was an event of laughter and smiles, with old-time friends having a reunion and remembering an older Wilmington.

It was good to remember his friend, said Harry Stovall, who went to New Hanover High School and the University of North Carolina at Chapel Hill with Lt. Cmdr. Atkinson.

At UNC, their fraternity brothers called the commander K.K., for Kampus Kut-Up, Mr. Stovall said. He can still remember the day he learned his friend was missing, he said.

Elizabeth Taylor was a year below him at school and remembered holding hands in the back seat as his parents drove them to a dance at the Lumina.

"He was so good looking," she said. "It would take your breath away."

The cemetery stone still says Calder Atkinson lies in Brazil. Ms. Segal said she may add a plaque completing her uncle's story.

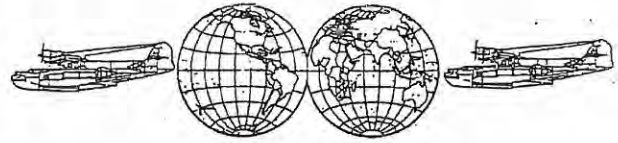
(Editor's Note: PBY-5A, BUNO 46602, one of VP-45's PBYS, is on display at the museum at NAS Pensacola.)

The Mariner Marlin Association



The Mariner/Marlin group will have its next reunion 7 - 11 May 2003 in Cocoa Beach, Florida. Since that organization has changed its policy and will continue an exchange of newsletters with our group, we will continue to provide members with their reunion information. Contact Gabe Harman at (321) 631-8648 / FAX (321) 631-8648 / <gbharman@webtv.net> for additional information.

PBY Catalina International Association



PBYCIA will host its annual reunion in Pensacola from 5 to 9 November, 2002. For more info, contact Jim Thompson at (504) 392-1227. The Cutaway PBY Exhibit, Inc. is expected to unveil the cutaway PBY at the museum and invites all interested persons to attend. Flyers about the project were included in our newsletter previously and we still have a few (3). Send a SSAE (\$.37 postage) if you would like one.

ALL ABOARD !! NEXT STOP -- SAN DIEGO !!!!

REUNION R2K2 REUNION 2002 REUNION R2K2 REUNION 2002 REUNION R2K2 REUNION 2002

WHEN: October 10-13, 2002

WHERE: Red Lion Hanalei Hotel, Mission Valley

2270 Hotel Circle North

San Diego, CA 92108

Tel. (610) 297-1001 or FAX (619) 297-6049

Toll Free Reservations (at the Hotel) **1-800-882-0858** (or use the Reservation Form Enclosed)

Visit Hotel Web Site: www.hanaleihotel.com

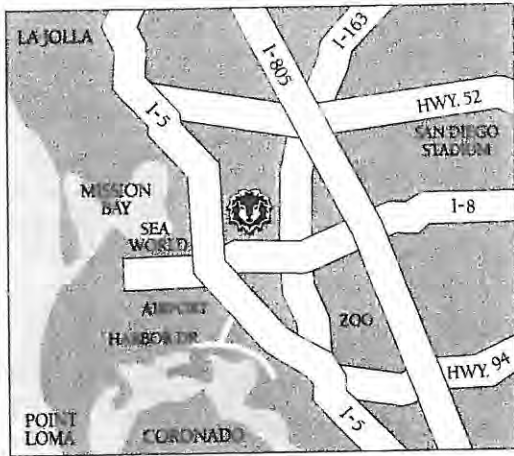


HOTEL RESERVATIONS: Make them directly with the Hotel at the toll-free number or web site above, or use the enclosed form. **Identify yourself as a member of the "VP-45 Group,"** and you will get the low rate of \$99.00 per room/per night (plus 10.5% room tax). We urge you to do this as soon as possible. Eighty rooms are blocked for our group. Check-in time is 3PM. Check-out is 12 Noon.

About the Hotel: It is centrally located and has 402 newly renovated oversize guest rooms, each with its own private balcony, with views overlooking a beautiful pool or golf course. Additional room amenities are: television with Internet and email access, phone with voice mail, coffee-maker, hair dryer, iron and board. In addition to the very large pool, there is an outdoor spa and a physical fitness center on the premises. There are two large restaurants on the property featuring Pacific Rim and Contemporary American Cuisine. There is ample parking at the Hotel with the charge of \$8.00 per night with daily in and out privileges. The charge is \$1/hour for local attendees and Banquet. Campers are welcome but there are no facilities, and overnight sleeping in them is not permitted. *(Ed. Note: I believe this is a very nice hotel!)*

Getting There by Car: The Hotel is located in Mission Valley in the heart of San Diego, just off the I-5 and I-8 interchange, on Hotel Circle North. **(See map on next page)**

From the Airport: Take Harbor Drive Eastbound, turn left on Laurel Street, go across Rail Road tracks and turn left on India Street. Left again on HWY 5 North. Take HWY 8 East and stay in Right lane and exit at Taylor Street/ Hotel Circle. Turn Left at Stop Light and Left again over the bridge. After crossing the bridge, stay to the Left onto Hotel Circle North, (*be careful not to get onto the Freeway*). The Hanalei Hotel is on the Left. Several taxi/limo companies operate at the Airport, including Cloud Nine and the familiar blue Super Shuttle - basic charge to the hotel is \$8.00 per person. **From Westbound I-8:** Take the Hotel Circle exit (just west of the hotel which will be on your right) and turn right onto Hotel Circle North.



Activities: *The reunion gives us the opportunity to enjoy the fellowship of our former squadron mates and meet new ones.* We want you to enjoy a wonderful reunion no matter what your selections are! If you choose to be more active, we provide here a list of suggested self-scheduled attractions for you to enjoy, with web sites for more information. See the following schedule of planned tours of the town for you to enjoy this weekend. ENJOY!

The U.S. Navy was established on 13 October 1775. Our reunion ends 13 October 2002. We can have a birthday party at breakfast!!!



Self-Scheduled things to see and do:

1. Adjacent to the Hotel is **Riverwalk Pedestrian Parkway** and **Riverwalk Golf Club**, a challenging 27-hole golf club open to the public. To play the golf course, make reservations with the Hotel front desk. There are at least 36+ other golf courses available in the county for your enjoyment.
2. Just five minutes West of the Hotel is **Mission Bay**, whose 27 miles of shoreline is free to the public and provides a wealth of recreational opportunities for visitors. One of the most popular attractions on Mission Bay is **Sea World Aquatic Park**, home to **Shamu**, the performing Killer Whale and his friends. Only five minutes West of Mission Bay begins the beaches for which San Diego is so famous. Visit www.seaworld.com Click on San Diego.
3. **Belmont Park** in South Mission Beach is home to the **Giant Dipper**, the largest historic wooden roller coaster in Southern California. The Park also has many other carnival-type rides, an arcade and eateries. Enjoy the rides, food and fun then relax with a beautiful sunset on the adjoining beach.
4. Ten minutes South of the Hotel is the **Embarcadero** on San Diego Bay. **Harbor Cruises** by several companies, the **Maritime Museum** and the colorful waterfront. Nearby is **Seaport Village** a landmark for waterfront shopping and dining. There are at least 75 one-of-a-kind shops and restaurants in this Bayside area. Visit www.sdmaritime.com.
5. Two minutes Southwest of the Hotel is **Old Town Historic Park** with buildings representative of the City's early years. There are at least 16 specialty shops, 5 famous restaurants, a Live Theater and a Large Presidio Park.
6. Ten minutes directly South of the Hotel is **Balboa Park**. The Park a 1,400 acre refuge in the center of the

City, is noted for its tranquil atmosphere, museums, galleries and theaters. The **Prado Restaurant** has a garden setting. There are many more restaurants nearby. For Park activities Visit www.balboapark.org.

No one should miss the **Aerospace Museum** which chronicles the history of aviation and space flight. Over 100 amazing air and space craft are on display in the museum. Tour the **International Aerospace Hall of Fame** honoring individuals who have made significant and lasting contributions to aviation and space exploration. Of particular interest to ladies is the **Women's Aviation Hall of Fame**. More information on this unique aviation museum will be found at their web site www.aerospacemuseum.org.

Right next door is the **San Diego Automotive Museum** with over 80 significant vehicles including horseless carriages, classics, exotics, motorcycles and more. Visit www.sdautomuseum.org.

The world famous **San Diego Zoo**, one of the largest in the world is here. Visitors can encounter over 4,000 rare and endangered animals. **Giant Pandas** from China and **Koalas** from Australia are just a few of the amazing animals that you will find in natural enclosures. Other features are double-decker bus tours, **Skyfari** aerial tram, tropical gardens and shows. Visit www.sandiegozoo.org.

A partial list of other Balboa Park Museums and web sites are as follows:

- ✓ Museum of Contemporary Art www.mcasandiego.org
- ✓ Museum of Photographic Arts www.mopa.org
- ✓ Hall of Champions/Sports Museum www.sandiegosports.org
- ✓ Historical Society Museum www.sandiegohistory.org
- ✓ Model Railroad Museum www.sdmodelrailroadm.com
- ✓ Museum of Man museumofman.org
- ✓ Natural History Museum www.sdnhm.org



7. Thirty minutes South of the Hotel, Downtown is the **Gaslamp Entertainment District** with more than 30 business for your enjoyment. Clubs range from cool jazz and rhythm and blues to folk music, salsa dancing and discos complete with hardrock, strobe lights and mirrored balls. Visit www.gaslamp.com.

8. Thirty minutes North of the Hotel on Hwy 15 is the **San Diego Wild Animal Park**. Take a ride on the **Wgasa Bush Line Railway** for a breath taking view of more than 3,000 animals roaming in herds and flocks including rhinos, giraffes, zebras and more. Visit www.wildanimalpark.org.

9. The **Chargers** play football at **Qualcomm Stadium**, only 2 trolley stops away. Chargers play Kansas City at home on Sunday, October 13, at 1:15 PM. See www.chargers.com for more data and ticket info.

We will have brochures, maps, directions, and suggestions at the Reunion Registration desk in the Hotel Poolside at the start of the reunion.

Scheduled Activities: Not the same as described previously. Please note changes.

Note: When we first planned these tours, we could not offer military base tours due to 9/11 security restrictions. We are now able to offer military tours. READ ON.

Thursday, October 10 will be check-in and registration day. The ready room will be open for your enjoyment 0900 - 2100 or later if needed. Registration continues until Saturday afternoon.

Specific Information On The Tours Continues on the next page:

Friday, October 11, at 9:00 AM (This is the originally offered tour) the buses will depart the Hotel for downtown tours of the Embarcadero, Gaslamp Quarter, Horton Plaza Shopping Mall, Seaport Village, Balboa Park, Coronado and other points. Luncheon included, **\$38.00** per person. Return to the Hotel at 2:00 PM. *If you previously signed up for this tour, no problem. If you want to change to the USS Nimitz tour below, please send in another registration form with your wishes and a refund will be made to you at the reunion.*

Friday, October 11, at approx 1000 a guided tour of USS Nimitz will be available for the first 100 signups. There is no parking at the pier, so no private vehicles will be allowed, the tour will be only for those arriving on the bus. No lunch, return about 1330. **\$15.00** per person. This is a new tour, not offered in the Spring 2002 Issue of the Pelican Post. Sign up now!

In the evening a **Mixer-Reception** will be held Poolside with a cash bar 6:00 PM to 9:00 PM. The average high/low average temperature range in San Diego for October is 73.8 to 58.4 (but it can be **cold** at night!).

Saturday, October 12 at 9:00 AM (This is the originally offered tour) the bus will depart for the Embarcadero and a Harbor Cruise to see the San Diego waterfront. A view of three bases — North Island, Amphibious, and 32nd Street Naval Station will be included. After the Harbor Cruise you will see Pt Loma and Cabrillo Monument for a panoramic view of the Harbor. *Be sure to bring your camera. Luncheon included. \$48.00 per person.* Return to the Hotel at 3:00 PM. *If you want to stay with this tour, fine. If you want to change to the military version (see the following) please send in another registration form. No refund, since both tours are the same price.*

The military version of the above tour includes a stop at the Duty Visit Ship at 32nd Street Base, the ship is to be determined. Same times. Point Loma and Cabrillo Monument will be dropped out. Lunch included. \$48.00 per person. Sign up if you want the military flavor!

VIBM (Very Important Business Meeting) with an agenda to be announced follows the tours. Please make definite plans to attend! Time: 1530 - 1730. ➔



The Banquet Cocktail Hour will start at 6:00 PM and **Banquet** at 7:00 PM, ending at 10:00 PM.

Sunday October 13 There will be a Farewell Breakfast (and USN birthday celebration) from 7 - 10 AM. *The most important component, **the ingredient that will make this reunion a success**, is YOUR ATTENDANCE.* We will be working hard to make this reunion the highlight of your visit to the West Coast. Please make firm plans to attend! If you would like to help with the reunion or will donate prizes for the raffle, please attach a note to your registration form.

If you have any questions or comments or need help with arrangements, please contact Tom Golder, President (505) 292-8494 or <TVGOLD@aol.com> or 1525 Soplo Rd. SE, Albuquerque, NM 87123-4424.

DELTA is offering special rates which allow you a 5% discount off Delta's published round-trip fares (with the usual disclaimer of "applicable restrictions must be met") within CONUS and certain islands. By purchasing your ticket 60 days in advance, you can receive an additional 5% bonus discount. A 10% discount will be offered on Delta's domestic system for travel to the reunion based on the published unrestricted round-trip coach (Y06) rates. No advance reservations or ticketing is required, but if you purchase your ticket 60 days on advance you can receive an additional 5% bonus discount.

To take advantage of these discounts, follow this simple step:

1. Call Delta **Meeting Network** at 1-800-241-6760, 8 a.m. - 11 p.m. ET. Or have your travel agent call

Delta's toll-free number. Refer to File Number 179469A in all cases.

Delta and Avis Meeting Services have teamed up to offer our members special rates for car rental. When you make your reservation (1-800-331-1600), mention the specific Avis Worldwide Discount Number, J990703.



VP-45 Association Reunion 2002
 October 11, 2002 to October 13, 2002
 San Diego, CA
 AWD Number: J990703

CAR CLASS	CAR GROUP	DAILY	WEEKLY	WEEKEND PER DAY
Sub Compact	A	33.99	144.99	23.99
Compact	B	37.99	159.99	24.99
Intermediate	C	40.99	169.99	25.99
Full Size 2 Door	D	44.99	179.99	27.99
Full Size 4 Door	E	47.99	188.99	28.99
Premium	G	50.99	199.99	31.99
Luxury	H	62.99	289.99	42.99
Mini Van	V	62.99	289.99	41.99
Convertible	K	66.99	302.99	41.99
Sport Utility	W	62.99	289.99	41.99

- The above rates are guaranteed. Return to any Los Angeles, Orange County, San Diego, Ontario, Long Beach location at no additional charge. All rates include unlimited free mileage. Weekend daily rates are available from noon Thursday - Monday at 11:59 P.M.
- Rates available from October 04, 2002 to October 20, 2002.
- **Should a lower qualifying rate become available, Avis is pleased to present a 5% discount on that rate OR if a car size is selected that is not available above, Avis will discount the best available rate by 5%.** The attendee must use the assigned Meeting Avis Discount Number and meet Avis rate requirements to receive the discount. (Rate discounts are available at all corporate and participating licensee locations.)
- Seven free day certificates for every 20 confirmed reservations using the Meeting Avis Discount Number will be provided. This program applies to compact through 4-door full size cars.
- Rates do not include any state or local surcharges, tax, optional coverages or gas refueling charges. Renter must meet Avis' age, driver, and credit requirements.
- Reservations can be made by calling 1-800-331-1600 or online at www.avis.com.

Note:

These rates for air travel and car rental are specific to our reunion. It is very possible that other discount programs may be more advantageous to you. Please shop carefully and wisely — but in any case, be sure to attend the reunion!!!

Treasurer's Report



Beginning Balance

Sept. 1, 2002 \$23,682.90

Income

Dues/Donations	\$2,740.00	
Interest	133.49	
Reunion Registrations	4,266.00	
Total Income		\$ 7,139.49
Total Capital		<u>\$30,822.39</u>

Expenses

Printing	\$1,125.34	
Postage	241.52	
Money Market Charge	50.00	
Reunion Expense (Travel)	347.00	
(Note: No estimate on reunion expenses, and no other funds yet expended for reunion.)		
Total Expenses		<u>\$1,763.86</u>
Ending Balance 1 March 2002		<u>\$29,058.53</u>

Note:

Money Market Balance	\$20,525.50
Checking Account Balance	<u>8,533.03</u>
	<u>\$ 29,058.53</u>

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

Other Reunions

NAS Trinidad, 4 - 6 Oct in San Diego
WWII Navy Aviation Repair and Ovhl Units 15 - 17
Oct in Chattanooga TN
Constellation (CV-64) 26 - 29 Oct in San Diego
VP West Coast Officers 1 - 3 Nov in San Diego

In Memoriam



Georgia (Mrs. Gordon) Jones 1999

All Expenses Paid Multi-Day-Event !

Attend a Reunion Conference and Familiarization tour in one of the below locations, **registration fee paid for by our Association**, and you will be well qualified (and expected) to host an Association reunion anywhere. You only pay to get there and return, alcoholic beverages and personal purchases, including items charged to your hotel room. The Reunion Network, the local CVB, the host hotel, other participating hotels and local attractions will furnish rooms, meals, admissions, local transportation, instruction and instructional materials **at no cost to you**. Spouses can attend if low cost registration fee paid by individual.

When

Where

2002

Oct 24 - 27	Columbia SC
Nov 7 - 10	Palm Beach Gardens FL

2003

March 6 - 9	Tucson AZ
April 7 - 10	Shreveport LA
May 15 - 18	Peoria IL
June 5 - 8	Pooler (N. Savannah) GA
Aug 18 - 21	Gatlinburg TN
Oct 30 - Nov 2	Jacksonville FL
Nov 13 - 16	Clearwater FL

(Other dates and locations are pending confirmation. Contact Chuck Caldwell or Tom Golder for registration form or more information. After November 1, please contact Steve Riddle.)

Other Reunions

PBY CIA 5 - 9 Nov in Pensacola
Other reunions can be found at
www.bupers.navy.mil/periodicals/shiftcolors/index.html and vpnavy.com, and other locations.

CPRW-11



The Commodore Sends . . .

Dear Former & Present VP-45 Pelicans,

The last time I had the pleasure of writing to you, your VP-45 Pelicans had started a six month deployment to Keflavik, Iceland, and Roosevelt Roads, Puerto Rico. I'm extremely proud to say they have returned home safe and sound and had a phenomenal story of success to tell. I know that CDR Brian Helmer, the CO of VP-45, is contributing to this newsletter so I'll leave the details of the deployment to him. More about that later...here is an update on what the community is doing today.

The unique qualities of the Maritime Patrol Reconnaissance (MPR) forces have made us an important contributor in the joint, coalition, and inter-agency campaign against terrorism. P-3's continue to play an instrumental role in the war against terrorism in Afghanistan providing critical overland surveillance and strike support to operational commanders. P-3's have also been significant participants in the business of homeland defense as they develop ways to more thoroughly monitor the commercial shipping lanes into the United States.

Although the world's attention is currently focused on terrorism, P-3's are still waging the ongoing silent war off our nation's borders against a different unconventional enemy—drug smugglers. Day and night P-3 aircraft patrol huge sections of ocean in search of boats, ships and aircraft suspected of smuggling illegal narcotics into the United States. Not only does the illegal drug supply devastate and undermine families and communities in America, according to the Drug Enforcement Agency, it also

funds terrorism around the globe from Afghanistan to Thailand. Illegal drug production remains a clear and present danger to our national security, and the efforts of MPR squadrons in combating the drug trade and keeping illegal narcotics off the streets of our great nation and out of the hands of America's youth cannot be emphasized enough.

Now, let's talk about VP-45.

The men and women of VP-45 are to be congratulated on an absolutely superb deployment. The list of Pelican accomplishments over the last six months is impressive indeed. Displaying exceptional pride and professionalism, they excelled in every facet of their mission while expertly managing the challenges of a split site deployment.

From interdicting over 41 metric tons of cocaine in the Caribbean, valued at more than \$11.3 billion dollars, to successfully prosecuting submarines during NATO Exercises in the North Atlantic, Pelicans have operated all over the globe. Their positive *can-do attitude and teamwork ethic* were exemplified by their successful integration with Reserve MPRA, NATO MPA, various South American allies and in their Icelandic operations, where they provided a tremendous ASW/ASUW asset to COMFAIRKEF area operations. Twenty-one major exercises and 21 detachments, including 1 permanent detachment in El Salvador, are calculable support, but the real benefits provided to the home front are perhaps immeasurable.

Outstanding performance of the aircrews was made possible by the superlative efforts of the maintenance and ground support personnel, who put and kept them on station. The maintainers can be justifiably proud of providing theater commanders with fully mission capable aircraft to safely execute over 6,700 -flight hours.

The Pelicans, as always, are not resting much at home; they have just settled in to their squadron spaces and have begun working hard on their Inter-Deployment Training Cycle (IDTC) Schedule. The rigorous year-long IDTC will encompass many hours of flying as the Pelicans turn over and train new shipmates. The next few months will be spent getting their aircrews through Tactical Proficiency Courses (TPC), while

continuing to support local training exercises.

Following TPC the Pelicans will be pushing hard to have all 12 aircrews at combat readiness status within 9 months. This special mission training will demand the effort of every individual from the new airman all the way up to the CO. Included in this high-tempo training phase are COMPTUEX and JTFEX support to prepare carrier battle groups and carrier airwing squadrons for deployment. There will be many late nights running hours of simulator time, instruction for combat certifications and qualifications, while maintenance professionals make sure their aircraft are in combat form. Pelican pride and commitment will once again be called upon to get their advanced war fighting capabilities fine-tuned for their next deployment.

Sincerely and Very Respectfully,

CAPT Mark Ensor, CPRW-11



From The Skipper's Office

Dear Fellow Pelicans,

I am honored to contribute the latest news from VP-45 and would like to extend an open invitation to all former Pelicans to visit us anytime.

I could not be more thrilled to announce that all the Pelicans that left in February recently returned to NAS Jacksonville following a record-breaking deployment without anyone getting hurt in the execution of their duties. The process of moving over 400 personnel and eight aircraft thousands of miles back to homeport began when the first aircraft departed Naval Station Roosevelt Roads on 1 August and ended with the arrival of the final aircraft on 8 August.

Back in early February, we embarked on our multi-site deployment sending personnel and equipment to NAS Keflavik, Iceland, Naval Station Roosevelt Roads and the Forward Operating Location (FOL) Comalapa, El Salvador. Despite being spread across the Western Hemisphere, we held fast to the "one squadron, one team, one fight" concept that kept us united as we faced numerous forward-deployed challenges.

In Puerto Rico, the traditional Patrol Squadron hangar was closed down for major renovations, forcing us to move all personnel and support equipment to the opposite side of the airfield to three previously unused buildings. Completing the challenging task immediately upon arrival and in less than a week, we made the new facilities fully functional without missing an operational commitment.

In Keflavik, the severe Icelandic winter presented its own unique challenges for the squadron. With high winds and heavy snow, operations were often limited and transportation to and from the hangar was impossible at times. Undaunted, Pelicans worked through the bitter cold of the first months of deployment, meeting exercise and operational commitments despite the extreme conditions.

Tasked with two distinct missions in vastly different corners of the globe, the Pelicans excelled in both, completing operations vital to national security. Pelicans operating out of NAS Keflavik participated in 18 NATO and multi-national exercises throughout the North Atlantic, honing their ASW skills. Executing detachments to nine European countries including Scotland, France, Germany, Spain, and Norway, VP-45 personnel worked shoulder to shoulder with our NATO allies, showing the resolve of free nations of the world to keep the peace. In doing so, we wound up flying more hours than any other squadron deployed to Keflavik since it became part of a split-site deployment.

One of the highlights from the Keflavik region was the Pelicans' participation in Operation GEYSIR WATCH in support of Secretary of State Powell's visit to the city of Reykjavik for the NATO Foreign Ministers Conference. Security for the conference was paramount, and VP-45 played a vital role, showcasing the

Intelligence, Surveillance, and Reconnaissance (ISR) capabilities of P-3 AIP aircraft.

During around-the-clock operations, Pelicans flew off the Icelandic coast searching for suspicious vessels that might pose a terrorist threat. The operation then transitioned overland where VP-45 aircrews circled the Icelandic capital city using highly sensitive electro-optic equipment to continually monitor the Secretary of State's movements and all surrounding activities. Secretary Powell's visit culminated in a town hall meeting in the VP-45 hangar where some fortunate Pelicans had the opportunity to meet and ask questions of one of our nation's heroes.

Meanwhile, Pelicans operating out of Naval Station Roosevelt Roads and Comalapa, El Salvador were fully engaged in America's continuing counterdrug operations. Flying over 3,800 flight hours, we played a major role in the war on drugs, participating with the Coast Guard in the interdiction of over 41 metric tons of illegal drugs valued at over 11.3 billion dollars. To put it into perspective, that amount is twice that of previously deployed VP squadrons – another record. With this unprecedented achievement, the Pelicans kept money out of the hands of those who spread violence and terror in our country and others.

Caribbean Pelicans also sustained an aggressive exercise schedule, participating in the annual UNITAS exercise with the Navies of South America, SIFOREX — an annual exercise conducted with the Peruvian Navy — and numerous other anti-submarine warfare exercises. Tracking diesel and nuclear submarines at every opportunity, our aircrews continually honed their skills in this vital mission area.

Pelicans also conducted successful search and rescue (SAR) operations in both theaters of operation. In the Caribbean, an aircrew was tasked to locate two fishermen who had been reported overdue from their destination. Searching the vast Caribbean Sea on the last scheduled SAR flight, the members of Combat Aircrew Six located the two men who had been adrift for over two days without food or water. In the North, an aircrew conducting a pilot training event was diverted to an area off the southern coast of Iceland. The crew,

working with an Icelandic Coast Guard cutter and helicopter, was able to assist in the rescue of three fishermen fighting for survival in the near freezing water.

I am extremely proud of the Pelicans' service to country during this critical time in American history. All of the current Pelicans were honored to represent the United States during forward-deployed operations in defense of freedom and the American way of life. As we prepare to do it all over again in 12 months, we embark on an inter-deployment training cycle (IDTC) that will prepare new aviators and new maintainers for the challenges of deploying to Sigonella, Sicily. We will train to every possible mission area and ensure that the Pelicans will be able to put ordnance on target anywhere, anytime.

Although I am proud of the squadron's recent accomplishments and eagerly await what lies on the horizon, we all know that we are only a small part of a proud legacy forged by all of the Pelicans that came before us. We are committed to maintaining the high standards that each of you set and will always strive to ensure that VP-45 remains just as you left it - the world's premier maritime patrol squadron. Pelican Pride!

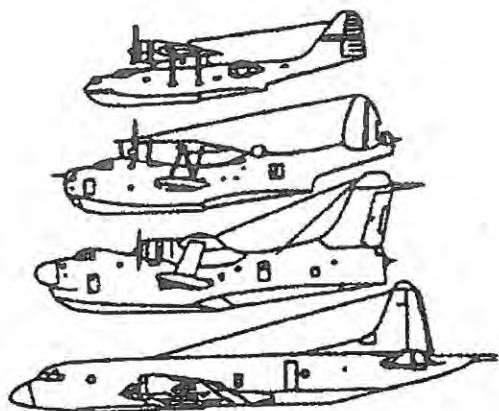
Sincerely and Very Respectfully,
CDR Brian W. Helmer, C.O.

(Editor's Note: This is the first time we have had the privilege of receiving a newsletter article from both the Wing Commander and the Squadron CO for the same issue of The Pelican Post. The Editor thanks both, on behalf of all members, for their consideration and interest in maintaining communications with our Association.)

A Couple Of Things To Muse Over

- Don't sweat the petty things and don't pet the sweaty things.
- Is there another word for synonym?
- Where do forest Rangers go to get away from it all?
- If a man stands in the middle of a forest speaking and there is no woman around to hear him, is he still wrong?

Pelican Tales



USS GUAVINA (SSO-362)



The picture above shows a novel approach to open sea refueling of seaplanes. In April 1956 VP-45 sent some crews to Key West to operate with USS Guavina in open sea refueling evaluations. As a PP2P and junior pilot in crew 9, I was detailed to stay aboard the submarine as an observer and observe how the process was accomplished from that perspective.

I had never been aboard a submarine before and was quickly indoctrinated in shipboard procedures in no uncertain terms. I learned quickly how to ask permission to go "outside" for fresh air, and other details about living in a tube that smells bad and is *extremely* cramped for space. The food was great and the company pretty nice, but I never did get used to sleeping with a big pipe inches from my face and having to fold the wash basin into the bulkhead in order to exit the room.

Some of the officers in the sub had experimented with a roulette system and believed they had a foolproof method to beat the wheel. When they found out our crews often dropped in at the tables in San Juan and enjoyed spinning for a few, I was "invited" to accept a certain sum from their asset pool and promise to try

the system at the first opportunity. I had to promise, also, to report to them on how much they had won. I was authorized to deduct 10% from the winnings as my gratuity. How could I refuse??

The refueling operations went fairly smoothly. I even had the opportunity to make a few open sea landings under the very watchful eye of my great PPC, LT Matherson. That was the really fun part of the whole operation.

Guavina and VP-45 parted company — the boat back to Key West to prepare for another squadron's arrival and VP-45 back to Coco Solo (via San Juan). Alas and alack, the system with the roulette wheel soon proved deficient and I lost all the money in the "poke". I didn't even deduct the 10%, since there were no winnings. I did keep a detailed account of the numbers and colors played and the amounts wagered, though, and sent the report to the Guavina "investors," who didn't even send a Bravo Zulu response.

I must report that I enjoyed the open sea landings and the evaluating of the roulette wheel system a whole lot more than the time spent in the submarine. As I told them in the boat, we can jump out of a plane if there is trouble, but it is most difficult to bail out of an underwater submersible.

C. B. Caldwell



GUAVINA (SS 362) was commissioned 23 December 1943 and departed on her first war patrol from Pearl Harbor on 6 April 1944. The patrol was very successful and she even withstood a depth charge attack after sinking two ships. She successfully completed six war patrols, including several depth charge attacks, in the South China Sea and was placed in reserve at Mare Island in 1946. She was overhauled and modified for conversion to a submarine oiler at Mare Island, equipped with a snorkel and recommissioned to the active fleet as SSO-362 on 6 February 1952. The aft "flight deck" was added in 1955 and the testing of seaplane refueling operations began in Key West in 1956. She was redesignated AOSS 362 in July 1957. In 1959 she served as a training ship for reservists, was struck from the Navy List 30 June 1967 and sunk as a target for USS CUBERA (SS 347) off Cape Henry.

Charles Zuber (1952 - 54) recently joined our Association and said he remembers the old PBM's. "We were patching the patches due to corrosion from the salt water. They would probably have been a good fresh water seaplane. Then when we received our P5M's it was like getting a new car, they smelled so new!"



And **John Buche** (1954 - 56) said, "One of VP-45's PBMs had a clear observers nose. I forget the tail number but it was the aircraft in which I took my first flight in Coco Solo. I rode that observer's position for most of the flight, and took my lunch there -- hot dogs and whole kernel corn. It was passed up to me by the Metalsmith and it was delicious! We flew over Lake Gatun and it was a beautiful sight. The vivid green lacy edges of the shoreline along the lake were especially pretty. It was pretty heady stuff for a rookie airman."

Harry Mendelson (1953 - 56) replied, "Hey, John! That was EE-1 Boat!"



ADMIRAL WEST VISITS VP-45

BY: LTJG SHARP, VP-45 PAO

VP-45 had a special visit on May 7, 2002. **Admiral Sir Alan West** came to NAS Keflavik to attend a conference to discuss NATO issues with **RADM John Waickwicz, Commander, Iceland Defense Force**. Admiral West is currently Commander-in-Chief East Atlantic, and Commander Allied Naval Forces North with the British Royal Navy. He is also the British incoming First Sea Lord, which is our CNO equivalent.

After the conference, Admiral West was given a tour of the base. During the tour, he came to Hangar 831 to see VP-45's spaces. The Admiral was met by VP-45 Commanding Officer, CDR Brian Helmer, and Executive Officer, CDR Will Fitzgerald. The Pelicans were standing by with a P-3C AIP aircraft static display. LCDR Chuck Rayl, LCDR Craig Dorrans, LTJG Brooke Churgai, AW2 Phillip Hutchens, AW1 Mike Johnson, and AT2 Justin Hatchett were onboard to discuss aircraft capabilities and answer any questions.

After the static display, Admiral West toured VP-45's

spaces with the Skipper and XO to get a behind the scenes look at how the Pelicans operate.

"It was a great opportunity to showcase our newest technology in Maritime Patrol for the top British Naval Officer," said CDR Helmer. "These encounters further our understanding of each others capabilities and deepen our commitment to a close partnership during extraordinary times like these," he added.



SECRETARY OF STATE VISITS ICELAND

BY: LTJG SVEN SHARP, VP-45 PAO

On 15 May 2002, VP-45 had the honor of hosting a "town hall" meeting with **Secretary of State Colin Powell at NAS Keflavik** in Hangar 831. This was an important event for the base, but it was especially important for VP-45 because it took place in the Pelicans' hangar. Hosting the Secretary of State was a daunting task, but the squadron rose to the occasion in true Pelican fashion to make the event go off without a hitch.

With the hangar and static display aircraft sparkling, it was now an exciting wait for the guest speaker to arrive. Despite tight security, people started filling the hangar more than two hours prior to the speech. Soon all the chairs were filled, and it was standing room only for the more than 300 people in attendance. Then the announcement was made that the Secretary of State had arrived, and everyone stood to get a better view.

Secretary Powell took the stage and gave a very moving speech focused on the importance of the military community, camaraderie and most importantly, the family. "I know what it's like to be in a military family. I know the sacrifices that spouses make. My first child was born when I was in Vietnam. I didn't know he'd been born for a month and he was seven months old the first time I saw him. All my children were raised with a dad away for years at a time and when he was home he was away for weeks and months at a time. I know what family is all about and I know the sacrifices that your families have made," said Powell. Additionally he emphasized the importance of the United States military presence in Iceland, and he thanked the Icelandic people for their cooperation. "I

hope you realize the important role you play in a place such as Iceland where we've had a defense relationship for over 50 years. This small and wonderful country has the oldest parliament on the face of the earth. It doesn't have an army and only a few members of the police carry arms, but it knows what defense is all about," said Powell.

After the 10-minute speech, Colin Powell walked off the stage and into the audience. For more than thirty minutes, he walked through the crowd, shaking hands and meeting as many people as he could. After making his way through the whole audience, the Secretary of State was escorted out to his plane, and he was off to another destination.

Secretary of State Colin Powell came to Iceland to attend a NATO Foreign Ministers Conference in the city of Reykjavik. Security for the conference was paramount, and VP-45 played a vital role. Days before the conference took place, the Pelicans began Operation GEYSIR WATCH, which gave VP-45 the opportunity to showcase the Intelligence, Surveillance, and Reconnaissance (ISR) capabilities of P-3C AIP.

The Pelicans flew nonstop reconnaissance missions off the coast of Iceland looking for suspicious ships that might pose a terrorist threat. The operation then transitioned over Reykjavik, monitoring the Secretary of State's movements, as well as all the possible routes to and from each location. Throughout his visit, the Pelicans were in the air watching everything.

"Our job was to ensure that security personnel on the ground had the information they needed and a birds-eye view of conference locations so they could make rapid security decisions," said CDR Will Fitzgerald, VP-45 Executive Officer. "Skipper Helmer and I are proud of the whole Pelican team for making this happen. It was an honor to be a part of the event." *Pelican Pride!*



This Is My Life

by Bill Berg

(Editor's Note: Bill was asked to write about his life after VP-45.)

Here is my contribution to "This is my life series." Bill Tapp and Dennis have got rolling.

In reflecting on "This is my life", I have thought to myself many times that our generation went through

a Golden Era. When we were growing up we were never exposed to drugs; we were not in a war zone while in the military; we got the benefits of the GI bill. If you wanted to go to school it did not cost a arm and a leg; and we were really not threatened by much. Things are different today... On with my trip through the "Golden Era".

I left the Navy and VP-45 in Bermuda in Dec 1956 and started at the U of Minn in Jan of 1957. In 1959 I got married to Geri, my wonderful wife. We had two children before I graduated and two more after. I finally got my EE degree in 1962 and accepted a job with Sylvania Electronic Defense Labs in Mountain View, Calif.

I really liked the micromin electronics world and had wonderful opportunities at Sylvania to get involved in some interesting, classified micromin projects. In 1967, Dr. Bill Perry left Sylvania to start his own company, Electromagnetic Systems Laboratories (ESL). Bill Perry was Sec of Defense during the Gulf War. Guess I was doing the right things at Sylvania because I was lucky and was asked to join his company to manage the microelectronics lab. At ESL there were all kinds of interesting black boxes. Many were for U-2s, spacecraft, SR-70s and other interesting platforms. Teamwork was very important on these projects and the VP-45 flight crew teamwork training paid off. The pressure was intense and long hours were expected. The saying was "You were not going to make it if you weren't divorced at least once"... I developed high blood pressure in that job and that made me decide to move on....

I left ESL in 1972 and went to work for Tektronix in Portland, Oregon. At Tektronix, I worked designing and developing front ends (signal acquisition units) for high-speed oscilloscopes and other high performance instruments. As you know, high speed and miniaturization of electronics go together and that was my background. So... I ended up designing a lot of high speed, hybrid micro electronics components. After five years with Tektronix, my management and I disagreed over some production aspects of a microelectronic component I designed. They thought it should go to production one way and I said no, it should go another way. I left Tektronix in 1977 with a wounded ego and went back to Mpls, my (our) old hometown and to a job with Control Data.

At Control Data the work was classified computers for spacecraft. The work was interesting but "You can never go back" goes the saying and I found out that is true. The family wanted to go back to Oregon. So... I called Tektronix in 1982 and they said, "When do you want to start?" By the way, the microelectronics component went into production like I said it should.

The next 14 plus years at Tektronix, I managed the Advanced Microelectronics Lab and worked on many high performance instruments. During the 19 plus years at Tektronix, I was awarded eleven patents in High Speed Microelectronics and presented about twenty-five technical papers in the US and three in Europe... I consider myself damn lucky to be born and raised in a "Golden Era" and damn lucky to be at the right place at the right time.

My wife and I retired in 1994 here on the Oregon coast. Our little town of Nehalem has a population of 232 and we like it. For fun I teach Beginning Computers for Seniors for the Tillamook Bay Community College. I also teach Excel and Word.



Mail Call !!

2 March

Dave,

Thanks for the reminder about my dues. Enclosed is a check for 2002. I enjoy the newsletter very much — in fact the last one I picked up a guy I knew in Coco Solo in the 50'. I signed over my pay check to him one time playing blackjack before the liberty bell. I gave him a call and we both had a couple of laughs.

You guys do a great job. As Chuck would say, Fair Skies. Again, Thanks.

Frank Belmonte
(55 - 58)

(From a newspaper "Action Line". Where do they teach how to paint graffiti? I would like to become a graffiti artist.)

15 March

Dear Chuck,

Last month I traveled to NAS Meridian, MS, and had the honor of pinning the **Wings of Gold** on my grandson, Capt. Jason Bradford Mitchell, USMC. He was one of thirteen aviators receiving their wings that day. The last phase of their training was qualifying aboard USS George Washington (CVN-73). The landings are at 150 MPH -- quite a change from flying patrol bombers. It takes two years of intensive training to complete the necessary requirements.

I wonder if any other VP-45 pilots have had this privilege.

Respectfully,
Brad Leete
(43 - 45)

18 March

Hi Chuck,

Just got back from BDA last week and had a great visit with Andy Sinclair. He showed Jane and me around the Dockyard Museum and we toured the old Navy area that is closed now.

Things have really changed since we were last there. It was nice seeing Andy after fifty-four years. Thank you for getting the roster sheet and Email addresses to us before the trip — it was fun going over the names with Andy.

We are planning on making the reunion this year, Oct 11 - 13. Do we need to fill out any paperwork before?

Thanks again for your promptness. Take care.

Ralph Nupp
(47 - 49)

10 May

Sir,

I noted with interest your mention in the last newsletter of the fact that VP-45 Assn no longer gets the Mariner/Marlin Assn newsletter. About two days prior to getting *The Pelican Post* I received my latest M/M newsy. Enclosed is their lead article. It may be of interest to you -- it was sort of eye-opening for me.

On reading the article I noted on page 3, the BUNOS of the Argentine PBM's and a few rang a little bell, a BIG bell, in fact.

Quickly checking my flight log book, I found that PBM-5S2 BUNO 84746 was my assigned aircraft, EE-6, PPC Lt William Holtzclaw, and PBM-5S2 BUNO 59345, side number forgotten (age, you know) PPC LTJG Al Jansen, seemed to be my other aircraft that I flew in. I was first radio on both aircraft crews.

It was evident that VP-45 took good care of its assigned aircraft for them to go on to the abuse of a training squadron and then to another country for their Navy. That made me feel a bit of pride to know that MY bird was soldiering on for another Navy.

Checking further, I found that 84746 was piloted by LTJG Jansen, Ackiss, Dittman, CDR Bemis (CO), LTJG Louders, Surovik, Coghill, Ens Carlson, LT Barlow, Ens Lee, LCDR Anderson, LCDR Kunkle, LTJGs Netro and Stein, LCDR Giffin and LTs Stiles, Lemay, and Hitchcock BUNO 59345 was piloted by LTJG Jansen and Ens Carlson.

I flew with a bunch of fine pilots and crewmen during the short time I was in PATRON FOUR-FIVE, and those flights and good times will stay in my memory for a long time.

Cheers,
Phil Morris
(51 - 53)

P.S. Pardon the occasional typos. My Smith Corona doesn't have a spellchecker included!

2 June

Dear Chuck,

The package you sent is greatly appreciated, and I should know very soon whether or not my wife Shirley and I will be able to attend the VP-45 Reunion in San Diego.

Our days in Panama were very pleasant and thinking about duty in VP-45 brings back many happy memories. Recommendations for Chief Petty Officer and the Officer Programs occurred for me in VP-45 and that is about as good as it gets!

I left the squadron in May '56 for instructor duty at NATTC Memphis in the AT 'A' School and was there promoted to Chief Petty Officer. Next, it was OCS Newport and was there commissioned Ensign, U.S. NAVY Class of '57 (Blackshoe — BUPERS would not give me an age waiver of a few months to attend flight training).

Summary of assignments after commissioning:

USS ARNEB (AKA-56) 10/57-3/60
Operation DEEPFREEZE DF-3 EMO-DF-4 & '60
Navigator (Ens & LTJG)

COMPHIBGRU TWO 4/60-5/61 Gen' 1
PhibOps Atlantic Aide & Flag LT to RADM John S. McCain, Jr.

CIC SCHOOL Brunswick, GA 5/61-11/61 (L T)
Student

USS Robt. L. Wilson (DD_847) 12/61-12-63A S W
HUK GRU, Atlantic Operations Officer

FLETRAGRU Guantanamo Bay 1/64-12/64
Underway training CIC Instructor

Staff, CINCPACFLT 1/65-2/67 (LT & LCDR)
Admin Ass't to ACOS Intel

USS Picking (DD-685) 3/67-8/68 Westpac Ops
Executive Officer

Staff, COMDESRON 9 9/68-5/70 Westpac Ops
Chief Staff Officer

FLTASWSCHOOL, San Diego 6/70-4/73
Tactical Training Group Surface Warfare Instructor

Retirement as LCDR 4/1/73. Stayed in San Diego.

Chuck, it has been interesting to me just writing and recalling the various assignments. Twenty-five years went by so fast that I must have been having fun!

We spent the next 20 years in real estate and had our own Century 21 office the last 16 years of that period. We were successful, made a lot of money, but nothing could match or come close to a career in the U.S. NAVY.

I still piddle around with a few small investments, but mainly play golf (mostly at MCAS Miramar) and visit with kids, grandkids and great-grandkids. We also still make an annual trip to Evansville, Indiana to visit relatives. Both of us were born and raised there.

With a little bit of luck, I'll see you soon.

Sincerely,

Don Stampfli
(53 - 56 as AT-1)

4 July

14 August

(Joe and Joyce Brown went on an extended "cruise". This is one of his reports.)

Hi-Ho guys!

Well, we stood at the heart of the "Evil Empire", Red Square and the Kremlin.

The famous GUM department store is really a mall without the air conditioning and nice bathrooms. (You gotta pay, 2 rubles — and have the CORRECT change for the use of bathrooms!)

Surprise! Russians look just like us. Lots of pretty girls; lots of trouble thinking of them as "the enemy"!!!

In Visby, Island of Gotby, Sweden, today. Stockholm tomorrow. Lots of countries; lots of different money systems; different customs, etc. Not even paying attention to the language they're speaking. Days flying by — going to be over before we know it.

Adio for now.

JoeB
(55 - 58)

(The members from the 50 era continue to search for squadron mates.)

3 August

Dear Mr. Mendelson,

My compliments on your research. Indeed I am the Ed Rowan (AT1) who served as a crew member in VP-45 from November 1954 to 1955. Other names that I recall are Ed (Ernest [?]) Barnes, Art McFerron, and an ordnance crew member that I suspect may be you. Another name I recall was a Van Pelt (not our crew member). I am seventy-two years old and am still married to the wife I had at that time.

After discharge I resumed my education and graduated in BSEE, and was employed by Westinghouse for the next thirty-five years before retiring.

I had access to the Internet two years ago and gave it up because it was basically an Email convenience. I prefer telephone calls or written correspondence such as this.

Dear H, please keep me informed. You have my mailing address and my telephone number. It was a pleasant surprise to hear from you.

Best regards,
Ed Rowan

(Editor's Note: Unfortunately, neither Don Stampfli nor Ed Rowan decided to join our Association. ☹☹)

Dear Mr. Caldwell,

I wish you could have been with us for the memorial for my uncle, Calder Atkinson. The service was beautiful and very touching. We collected a group of Calder's old friends who are still mobile. The local press gave us good coverage (*see page 5-6*). It was very moving when the propeller plane hummed over the cemetery at the beginning of the ceremony. A bugler played taps from a distance. It was all done in the shade of a big magnolia tree. I am enclosing the newspaper, *The Wilmington Morning Star* of 13 August, for you.

Ken Terry (*from BUPERS*) sent replicas of Calder's medals. I have never seen a Purple Heart medal before.

Again I appreciate so very much all of your tedious research. I have not yet corresponded with Romulo and his uncle (in Brazil) but I shall do so when I return home and have it translated into Portuguese.

With all best wishes.

Sincerely yours,
Margaret Segal

=====

3 May 2002

Mort Eckhouse sent the following information which is very much worth reading:

This is a copy of the speech that an Honored Guest made to the members of the St. Louis Council of the Navy League of the United States at their Annual Dinner Meeting. As President of the Council CAPT Kane had invited Mr. Harry Levins to be the Guest Speaker on 19 January 2002.

"Mr. Levins has consistently offered to our local citizens interesting and supportive articles concerning our military services. This speech was remarkable in its recognition of the role our Navy and Marine Corps is playing in the war against terrorism. A brief bio of Mr. Levin's career follows — in his own words: "Harry Levins is senior writer of the St. Louis Post-Dispatch, specializing in military coverage. He is a Vermont native whose journalism career spans 39 years and three newspapers — the Rutland (Vt.) Daily Herald, Long Island's Newsday and the Post-Dispatch. From 1963-65, he served as an Army infantry lieutenant, mostly in West Germany."

“I am sending this message to all of my friends, military and otherwise, because I believe it to be important in these troubled times. It is a long read but very informative with a touch of the wry humor that was a trademark of Mark Twain — Samuel Clemens.

John Kane, USNA '44”

“My thanks to Capt. Kane for inviting me here tonight. You ought to know how honored I am. After all, I’m an old soldier. To me, the Navy is a mysterious institution. It’s an institution in which the NCOs dress like the officers, and the officers almost never get their hands dirty. It’s an institution whose people call a rope a line, and a stairwell a ladder, even though it’s as plain as the nose on your face that you’re looking at a rope or a stairwell. It’s an institution that never warns you about wearing a hat into the wardroom - and then glares at you when you wear a hat into the wardroom. It’s an institution in which people take frightfully brief showers. I’ve gotten damper in the pre-dawn dew. And it’s an institution that sometimes speaks and behaves as if we’re all Englishmen living in, oh, 1880 or so, and Queen Victoria is now and forever on the throne.

“I guess I’m saying that to me - and to millions of my countrymen - the Navy is the least American of the services. Now, nobody would ever say that about the Air Force. Hell, Americans invented air power. The airplane, too. The Air Force is high-tech, high-speed, zoom-and-boom. It’s as American as hot rods and forward passes. I’m aware that the Marines are a part of your Navy. And yes, they have their own odd vocabulary. They call a hat a cover, for God’s sake. But maybe they’re even more American than the Air Force. Who’s the all-time No. 1 Marine? No, it’s not Chesty Puller, and it’s not Smedley Butler, and it’s not even Ted Williams. It’s John Wayne - and you just can’t get more all-American than John Wayne.

And then there’s the Army, my Army. One author wrote a book about the cultural differences among the services. This author - he was once a sailor, by the way - said that the Air Force’s first loyalty is to technology, to its airplanes. He said the Navy’s first loyalty is to the Navy itself. And he said the Army’s first loyalty was to the Republic, of which the Army views itself as the loyal servant. By the way, he added, this is why the Army so often gets screwed. But the Army is America,

from Audie Murphy to Beetle Bailey. That leaves us with the Navy, and the question of why it seems to be outside the rest of society.

For one thing, physically speaking, the Navy is outside the rest of society. No carrier task force ever made a port call in St. Louis, or Des Moines, or Evansville. By definition, the Navy does its work out of sight, somewhere out there beyond the hazy horizon. Even along the coasts, few Americans pay attention. The United States is a maritime nation. We depend on seaborne commerce. But how many Americans ever pause to consider that fact? (*Editor’s Note: As usual, the Patrol/Reconnaissance forces, such as VP-45, are hardly known to the public -- except when one is forced or shot down.*)

We like to think of ourselves as self-sufficient — as alabaster cities and amber waves of grain. We’re wrong, of course. But even in major ports like New York, residents ignore what the oceans mean to America. A few years back, I asked a friend in the Bay Area to take me by the Oakland docks. My friend had some trouble finding his way in. He’d lived on the East Bay for almost his entire life, and he’d never toured the docks. What we saw was as fresh to him as it was to me - mile after mile of cranes and containerized cargo, Subarus and Sonys and God knows what. And all of it got here by sea. But most of us think the stuff just shows up in showrooms and stores in St. Louis. When we think about it at all. And if our maritime-nation status is way off in the back of our minds, so is the Navy that protects that status. Oh, sure, America has its Navy towns - but not nearly so many as it once did. And a lot of those Navy towns are stuck off in some coastal corner. Bangor, Washington, Kings Bay, Georgia. Those places aren’t exactly Brooklyn, or Philadelphia, or Boston, or San Francisco.

The only sailors most Americans ever see is the chief at the recruiting station. Think about it. Here in St. Louis, we see a lot of the Army, thanks to the kids in ill-fitting uniforms who come and go from Fort Leonard Wood through Lambert Field. And although we see less of the Air Force, we’re aware that it’s just across the river, at Scott Air Force Base.

But the sea services? The Marine Corps is small, and

far away. The Navy is big, but it, too, is far away — on the coasts, in places like Norfolk and San Diego, places we rarely visit. And then, as I said, when we do make contact with the Navy, we're up against an institution that draws most of its vocabulary and traditions from the Royal Navy of a century and half ago - from Victorian England. To people like me, sometimes, it seems quaint - people saying Aye Aye Sir, instead of Yessir, and talking about port and starboard instead of left and right. But sometimes, it seems downright alien. On a sunny day in December 1991, I was chatting with some lookouts on the battleship Missouri, bound for Pearl Harbor for the 50th anniversary observance. We were on the flying bridge, or whatever it is that you people call the open bridge on top of the enclosed bridge. Like most young military people dealing with reporters, they asked whether I had prior military experience. Yes, I told them, I had once been an infantry platoon leader in the Army in Germany. They asked me what I thought of the Navy. I said - Good chow. They nodded. And I said, But I can't get over the class system.

They asked what I meant. I said, Well, in the Army, I wore the same fatigue uniform as the enlisted men. When they got muddy, I got muddy. When they got cold, I got cold. And when the chow truck came out to the field, the other officers and I stood at the end of the line. If the chow ran out, we went without. The sailors' eyebrows rose. I continued, If I'd ever had an enlisted man wait on me the way they do in the wardroom, I'd have been court-martialed. And don't the officers ever talk to you guys? Does everything go through the chiefs?

Just then, the lookout with headphones barked, XO on the bridge! Away flew the cigarettes. Up shot the binoculars. I don't know if those kids could have spotted a Soviet submarine ambush. But the XO never had a chance. Later, back on the fantail with a cigar, I ruminated about the officer-enlisted relationship. I concluded that on a crowded ship - even on a ship as big as the battleship Missouri — it probably has to be that distant and aloof. Still, I felt odd every time I saw those signs that said - Officers' Country — Official Business Only. Think about it - all the great Army novels are enlisted-man novels, and all the great Navy novels are wardroom novels. And most Americans are

enlisted men at heart. Ah, well. I won't change the Navy. If Franklin D. Roosevelt couldn't, I can't. Roosevelt once said that trying to change the State Department was all but impossible - but that trying to change the Navy was even worse, like punching a feather pillow. No matter what you do to the feather pillow, he said, it always returns to its original shape. But - and here's the serious part of this speech - this era seems to be the perfect time for America and its Navy to get to know each other. If you kept up with Washington rumors before Sept. 11, you know about the talk in the Pentagon of cutting back on carriers. Defense Secretary Rumsfeld's people were talking up something called "transformation" — and for the Navy, that meant mothballing a couple of carriers, maybe more. After all, the thinking went, in an age of cheap and accurate missiles, the carriers are big fat targets. And in an age of precision weapons, the carriers' air power can be replaced by cruise missiles and long-range Air Force bombers with smart bombs.

Well, after Afghanistan, that kind of talk sure went away, didn't it? I think Afghanistan showed that in a messy age with no clear-cut big enemy, expeditionary forces are utterly and absolutely priceless. And by definition, a Navy and a Marine Corps are expeditionary forces. You folks seem to own the franchise on the future. You'll get an argument from the air-power people on that one. In fact, you *are* getting an argument from the air power people. The Air Force Association pumps it out daily. But the Air Force is also putting all of its money into short-range fighters. They're nifty, but only when you have runways in the neighborhood. Otherwise — as we have learned in Afghanistan, only the carriers will do. They're expensive — no, they're frightfully expensive — but it's beginning to look as if they're indispensable. Same thing with the Marines. A Marine Expeditionary Unit is a frightfully expensive way to put a reinforced battalion of infantry on the scene. The Army is cheaper, but without staging bases the Army is irrelevant.

Now, the Association of the United States Army makes less noise than the Air Force Association. The Army people tend to sigh, and then to hope that when they're needed, the nation will remember them. And someday, they will be needed. Remember: Afghanistan is almost "the last war" - and you know what they say about

getting ready to refight the last war. Still, I think you folks are wonderfully positioned. If we have to do Somalia, or Sudan, or the Philippines, or Indonesia, we'll turn first to the sea services. In the Cold War, you folks took a back seat to the Air Force and Army. Now, it's your turn to shine - and in Afghanistan, you shone. Don't be shy about it. Let your fellow Americans

know that a big Navy has its uses, after all. Capt. Kane told me that I should speak briefly, and I'm pushing the brevity envelope, so I'll sit down and shut up. But not without one last question:

Why do you call it a "brow" instead of a "gangplank"?
Thank you very much."

These members have registered at the hotel or sent in registration forms

BERNAL, RICHARD
BESTUL, NANCY
BUCHANAN, ARTHUR
BUCHE, JOHN
CAIN, CHARLES
CALDWELL, CHARLES
CARROLL, JIM
CHAPPELL, JOHN
CHASE, WAYNE
CIMINO, LEO
CREAMER, GEORGE
DECKER, LAVERNE
DOYLE, THOMAS
DRAGOS, GEORGE

FERGUSON, ROGER
FERRUCCI, DAVID
GOLD, KENNETH
GOLDER, THOMAS
GORMAN, HANK
HANSEN, MARILYN
HEMBREE, SAM
HOLVECK, ARTHUR
IZZO, VICTOR
JOHNSON, DAVE
KENNEDY, F. T.
KLINE, PETER
KNOTT, CHARLES
KOVACH, GEORGE

LAPPI, RICH
MARTINEZ, EUGENE
MEANS, JAMES
MENDLESON, HARRY
NAVARRE, ANTHONY
NUPP, RALPH
PEARSON, ART
RAITHEL, ALBERT
RIDDLE, STEVE
ROSS, HOWARD
ROTERING, ALVIN
SANDERSON, DAVID
SHEFFIELD, ROBERT
STARKE, GEORGE

TAPP, BILL
TESTA, ANTONE
THOMAS MARSHALL
TRAMPE, DENNIS
WILLEN, GLORIA
ZEISEL, RICHARD



**Secretary/Newsletter Editor
Passes Jobs To Another**

Eleven years ago Jay Thomas, co-founder of our Association with Mort Eckhouse, was our first Newsletter Editor. Due to pressing other duties, Jay asked if someone would volunteer to relieve him

of the job of Editor. In the rush of members to volunteer, it turned out I was the only one to do so. Shortly after, when Mort became president in 1991, he asked me to assume the duty of Secretary which was newly

created. Because the member roster, correspondence with members and the newsletter are very closely related and interdependent, *and my Joan thought it prudent*, I acquiesced. So began a long and, I have to mention, very interesting and rewarding “tour”.

Over the years Joan and I have stuffed every one of the newsletters and flyers members have received. I have typed thousands of words, edited countless articles, with Joan’s invaluable assistance, for inclusion into the newsletters, solicited articles from every conceivable source, and corresponded with both members and others regarding our Association and its various functions. The work has been fascinating and sometimes frustrating, I can assure you.

Some of our members and I have never met personally but, in just about every case, I have corresponded with each of our approximately 430 active members and about 700 inactive ones. I have truly enjoyed the camaraderie and exchange of words more than I can say.

Our members have been very generous in sending artifact material such as first-hand stories of their experiences both in VP-45 and without, so that our files are a veritable treasure of information and pictures not available anywhere else. Keep those cards, letters and pictures coming, folks! My relief, Steve Riddle, will appreciate your consideration, I know.

It is vitally important that members both maintain their active membership and find prospective members so our organization will prosper and remain alive. Attendance at reunions is certainly not a condition of membership, but it makes for a lively group of Pelicans of all ages, I assure you. In any case, your continuing membership, opinions, advice, comments and thoughtful input to the administration of our Association will be the very ingredients that keep the organization functioning and viable for years to come. I hope you won’t hesitate to make your thoughts and feelings known to the officers whenever you feel the urge or need. To paraphrase a well-known quotation, “The only thing necessary for our Association to fail is for its members to do nothing.”

So — Joan and I leave the jobs, but not the active interest we share with all members in the PATRON FOUR-FIVE Association. We wish for Steve and Nicki the great rapport we have had in our association with the members and other entities, and the perseverance needed to continue to serve the Association with professionalism, a keen sense of humor and — above all, lots of good luck!!!

