

PATRON FOUR-FIVE ASSOCIATION

Pelican Post



March 2003

Newsletter #31

From the Cockpit.....

It was a personal highlight of 2002 to attend the VP-45 reunion in San Diego, a city that has been a special place for Billie and I since my tour of duty with a P5-1 squadron at NAS North Island. So it was with great pleasure that we revisited familiar landmarks, enjoyed the great climate and visited with old and new friends. Our sincere thanks go to the reunion committee, Jim Cooper, Glen Rufenach, Jim Carrol, Tom Doyle, George Creamer, and Bob Styles for their good work. The work of our outgoing officers, Tom Golder, Chuck Comeau, Dave Johnson (who is staying for an extra term), and Pelican Post Editor Chuck Caldwell is appreciated as well! Your current officers and I will do our best to equal Tom's and his officers efforts and success for our next reunion.

I notice that the Mariner/Marlin Association is having their reunion at Patrick Air Force Base (once NAS Banana River), Cape

Canaveral area, May 7-11, 2003. Many of you will remember, as I do, training there. Should be fun to revisit there with ancient seaplane pilots, crews and support personnel.

I think most of you know that I retired to Pensacola after my USN service. Mort Eckhouse, Dave Johnson and a number of other association members are also retired here. The point here is that while many of you attended the 1998 reunion here, you should always keep the Cradel of Naval Aviation in your travel plans if possible. The Naval Aviation Technical Training Center (NATTC) at NAS trains all aviation ratings, with a student load of between 2 and 3 thousand young men and women. All prospective aviation officers continue to be trained here and *ALL* officer candidates of all USN branches receive basic training here. The National Museum of Naval Aviation has additions frequently and is a world-class operation. So give us a call if you are in the vicinity!

Wishing all of you a happy, if belated 2003.

John Chappell
President

MEDITERRANEAN PATROL *by Scott Bosecker*

In the Fall of 1984, I was a Navy Lieutenant assigned to VP-45 as a P-3C pilot. The squadron was deployed to Rota, Spain and Lajes, the Azores with the primary mission to locate and track Soviet submarines. My crew was deployed to Rota, Spain which is located in close proximity to the strategically important Strait of Gibraltar.

During my tour I enjoyed Mediterranean patrols more than Atlantic patrols. The Atlantic missions usually involved tracking Soviet ballistic missile submarines. While tracking these submarines was of utmost importance to the United States defense, it wasn't as interesting to

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The Commodore Sends...

Dear Former & Present VP-45 Pelicans,

It is an honor for me to have this opportunity to write to you. I only recently took command of Wing 11 and have been settling into the job. It is exciting to be back in the community and I am enjoying myself immensely.

From October to December last year I had the opportunity to serve as Commander Task Force 57 Forward stationed in Bahrain. As CTF 57 Forward, I directed the daily efforts of an expeditionary force in support of the Global War on Terrorism (GWOT). The maritime patrol and reconnaissance (MPR) force was comprised of 20 aircrews from seven nations, flying 23 maritime patrol and reconnaissance (MPR) aircraft of different varieties and configurations, and operating from five different countries in the Fifth Fleet area of responsibility (AOR). It was impressive to watch the daily achievements of TF 57. Particularly impressive was the performance of US crews and their employment of the unique optical and radar sensors and C4I systems of the Aircraft Improvement Program (AIP) platform. I could not have asked for a better experience to prepare me to take Wing 11.

With darkening clouds of crisis looming over Southeast Asia and the Far East, the US Navy is postured to continue the GWOT and respond to national tasking. Our MPR community, deployed worldwide, is supporting the effort. The ability of MPR aircrews to conduct a multitude of missions — anti-submarine, anti-surface, surveillance and reconnaissance, and strike — gives afloat and ground task force commanders an invaluable war fighting capability.

CPRW-11



Having personally observed the performance and professionalism of our forward-deployed combat aircrews, I assure you our brave men and women will deliver success on-station when tasked.

Key to our success is our focus on training and readiness. We train our combat aircrews and maintenance teams to fight their aircraft in any mission area, in any AOR. No squadron understands this more than the VP-45 Pelicans. Despite world tensions, the Pelicans remain focused on their next deployment to Sixth Fleet. At the halfway mark of a demanding Inter-Deployment Training Cycle (IDTC) they are ahead of my expectations despite difficult challenges — in particular the airframe age-related inspections that have reduced aircraft availability in the squadron. Aircrews are busy day in and out conducting simulator events and flying training missions. Maintenance teams are busy repairing the airframes and maintaining technical systems. Under the leadership of Skipper Brian Helmer, every Officer, CPO, and Sailor in VP-45 is engaged and living to the rich tradition of excellence that distinguishes the Pelicans. In mid-February, I asked Skipper Helmer for an aircrew and maintenance team to complement forward-deployed forces. A week later two crews, a ten-man maintenance team and an AIP aircraft were sup-

porting operational missions from Rota, Spain. Moreover, the Pelicans were ready to send eight additional crews and more maintenance personnel at a moment's notice. That is remarkable combat readiness after just six months in the at-home training cycle. Good planning, hard work, and phenomenal commitment thread through every element of this winning team.

Looking ahead, VP-45 has several major events in the IDTC. They are preparing for the Composite Training Unit Exercise and the Joint Fleet Exercise. These complex battle group exercises are critical to refining combat aircrews' ability to operate in a coordinated environment. There will be extensive coordinated ASW and ASUW operations events. Upon completion of these exercises the Pelicans will be eager to assume the watch from Sigonella, Sicily.

It is with pleasure for me to announce some of the accomplishments of the squadron. Recently, the squadron was awarded the maintenance Golden Wrench award and received the CPRW-11 nomination for the Battle Efficiency, Safety "S", and Arnold Jay Isbell awards. The men and women of VP-45 are to be congratulated on these remarkable accomplishments.

In the short time aboard, I have been impressed with the professionalism and dedication of the men and women of CPRW-11. I look forward to watching the achievements of the Pelicans through the remainder of their IDTC and during their next deployment.

Sincerely and Very
Respectfully,
CAPT Carlos M. Chavez,
CPRW-11

Mediterranean Patrol
(Continued from Page 1)

me as the kind of mission we did over the Mediterranean.

In the 1980's the Mediterranean Sea represented the boundary between the West, the Soviet block and Middle Eastern sponsored terrorism. Lybia was throwing its weight around and the occasional Arab-Israeli spat only added to the potential for an interesting mission. Because of the instability in the region, the United States usually had an aircraft carrier battle group in the Mediterranean and the Soviets routinely had several hunter-killer submarines stalking the battle group.

Due to the geography of the Mediterranean, one of the major problems for Soviet submarines was getting into the Mediterranean undetected. The Soviets had one of two very narrow entry points available to them, either the Strait of Gibraltar at the western entry point from the Atlantic Ocean or the Bosphorus Strait at the eastern entry point from the Black Sea.

Given these geographical constraints, the preferred tactic for the U.S. was to maintain a listening watch at the two entry points and then after detection of a Soviet submarine to track them into the Mediterranean. This sounds simple enough but the Mediterranean has some of the busiest shipping lanes in the world. Surface ships make a lot of noise and they go through the same narrow passages that the submarines do as they enter & leave the Mediterranean.

Of course the Soviet submarine commander was very familiar with both the noises produced by his own boat and the various noises produced by surface shipping. One possible



Lockheed P-3C Anti-Submarine Aircraft

This photograph of a Patrol Squadron 45 (VP-45) P-3 was taken over the Mediterranean in the early 1980's.

tactic that he might employ to enter the Mediterranean undetected was to attempt to sail in *underneath* a merchant ship.

One morning during our deployment, my crew was unexpectedly called out for a patrol. While the rest of the crew prepared the aircraft for the 10 hour flight to come, the TACCO and myself received a briefing. The briefing was given in a special building called an ASWOC (Anti-Submarine Warfare Operational Center). The personnel in the ASWOC kept track of the comings and goings of Soviet submarines and coordinated our missions with other NATO countries so that a P-3 flying a mission from Rota, Spain wouldn't interfere with another aircraft, say a British Nimrod ASW aircraft.

The briefing officer told us to fly our aircraft to a specific location, drop a number of sonobouys in the water and listen for a Soviet submarine. We went to our aircraft, briefed the rest of the crew, flew to the designated

position, dropped our sonobouys and waited... and waited... and waited.

Several hours passed. It was late afternoon and we were nearing the end of our patrol. It was a clear, sunny day and many surface ships were visible. Off in the distance, coming towards us, I noticed one that looked like a submarine. "That's impossible", I thought, "No Soviet nuclear submarine would be cruising on the surface of the Mediterranean."

About that time my co-pilot said, "Gee, that looks like a submarine". "Yeah", I said, "it sure does". As I said this, I reduced the power to the aircraft engines and started a descent toward this oddity.

As we got lower and closer it couldn't be denied. It was a submarine all right, but what was it doing on the surface? After some discussion, we decided that it must have had some sort of problem that made subsurface travel dangerous or impossible.

When we returned to Rota we were told that this submarine had tried to sneak into the Mediterranean under a Soviet merchant ship. During this maneuver, the submarine had collided with the bottom of the merchant ship which caused serious damage to both vessels.

Later that week I saw a new photograph of the damaged submarine. A Soviet repair crew had filled the ballast tanks in the rear of the submarine so that the nose was clear of the water. The damage was amazing. I am sure that members of the submarine crew had been badly in-

jured if not killed in the collision.

I asked the Photographers Mate that was showing me the photograph if I could have a copy. "Oh, no sir", he replied, "this photograph is classified!" Well, that seemed reasonable... until about a month later when I saw the same exact photo on the cover of *Jane's Defense Weekly* magazine.

Eighteen years after this incident the Soviet Union no longer exists and the United States Navy no longer faces a tactical submarine threat of any significance.>>>

the United States, which expires in 2040, but allows Washington to occupy the bases and surrounding land and sea by declaring an emergency.

Since U.S. forces left in 1995, the United States and Bermuda, backed by Britain, have disagreed about the cleanup.

"This settlement will bring to a close a chapter in Bermuda's history. We are now entering a new era in our relationship with the United States," Mrs. Smith told lawmakers on Friday in the island's House of Assembly.

The former U.S. Navy annex in Bermuda's Southampton Parish was left with raw sewage and oil that had leaked into underlying caves. Bermuda, a resort and offshore finance center 560 miles east of North Carolina, is hoping to transform the unoccupied land into a leisure and housing complex.

A former U.S. Navy air station in St. David's still has asbestos, but is now used partly for housing and business.

Under planned accord, the United States will give up the right to reoccupy the bases in a crisis, but Britain will allow NATO troops, including Americans, to use Bermuda if needed.

The leader of the opposition United Bermuda party, Grant Gibbons, said the United States had paid to clean up bases in Canada and should have done the same for Bermuda.

Mrs. Smith said the Pentagon believed it could make a counterclaim against Bermuda for the cost of improvements it made, including building an airport, roads and bridges.



Soviet Victor Class Nuclear Submarine

Modern submarines are very "clean" and slide through the water with very little drag. The amount of white water streaming from the bow of this submarine gives some idea of the large amount of unseen damage to the "nose" caused by the collision

U.S. Set To Relinquish Bermuda Naval Bases

Hamilton, Bermuda (Reuters)

The United States is poised to sign a deal renouncing long-standing claims to reoccupy military bases in Bermuda, but it refuses to pay for environmental cleanups estimated at \$60 million, the island's premier says.

After arguing for years,

Washington will not pay to clean oil, sewage and asbestos at the bases but will give \$11 million to repair a bridge and may provide the mid-Atlantic British colony with a coast guard vessel, Premier Jennifer Smith said.

The planned deal will terminate the 1941 Leased Bases Agreement between Britain and



From The Skipper's Office

Although over halfway through the inter-deployment training cycle (IDTC), it feels like we just returned from deployment. The squadron is currently honing the skills necessary for another successful Sigonella deployment. After 7 months of home cycle training, 11 aircrews had been certified as combat ready.

During the month of November, VP-45 sent a detachment to NAS Fallon in support of CVW-8. CVW-8 was fully exposed to the comprehensive support provided by the all-weather, multi-mission capability of the P-3C AIP platform. VP-45 fully participated in all phases of strike planning as well as actual strike missions. Both NSAWC and CVW-8 were highly impressed with the squadron's performance, professionalism and extensive AIP employment.

In 2002 VP-45 flew over 7,261 hours while completing 8 Battle Group operational events, 3 SAR events, 7 torpedo exercises, 125 ASW events, 9 extended echo ranging flights, and 21 multi-national exercises.

During the year, VP-45 was selected for several unit awards. The squadron was selected for the COMLANTFLT Retention HonorRoll (fifth consecutive)

and COMLANTFLT FY-02 Retention Excellence Award (second consecutive). CPRW-11 nominated VP-45 for the 2002 Battle Efficiency Award for unparalleled excellence in every aspect of combat readiness and tactical development. Wing 11 also nominated VP-45 for the 2002 Captain Arnold Jay Isbell Award, which recognizes the exemplary performance of the fleet's premier anti-submarine warfare squadron. Most recently, VP-45 was nominated for the Golden Wrench Award, which is presented annually to the P-3 squadron that demonstrates the greatest excellence in aircraft maintenance. The squadron was also nominated for the SECDEF Phoenix Award in December for outstanding maintenance achievements and the CNO Safety Award.

As of December 31, 2002, the squadron amassed more than 33 years and 241,000 flight hours of Class-A mishap-free flying.

VP-45 kicked the new year off with a bang as we sent a crew to Naval Station Roosevelt Roads, Puerto Rico to participate in COMPTUEX for three weeks in January. During the exercise, CAC-2 worked with the USS THEODORE ROOSEVELT Battle Group. The crew flew more than 60 hours and honed their ASW and ASUW proficiencies working with multiple submarines, aircraft and surface vessels. The exercise turned out to be a great success and the training was invaluable.

VP-45 has also been actively involved in the community. We have continued working with Cedar Hills Elementary school, recently inviting their fifth graders to visit our squadron and view a static display of one of our aircraft. We also conducted a junior officer job shadowing where local high school students got to witness first hand the life of a P-3 aviator. Fun was had by all and both events were a great success.

In mid February, VP-45 sent 2 crews to the Mediterranean AOR with an AIP aircraft. These crews are flying missions with the deployed squadron in support of the U.S. forces operating in the Mediterranean. The crews have been performing exceptionally well on-station as they provide the much needed AIP capability to the theater commander.

As deployment is quickly approaching, the Pelicans are continuing to strive for excellence. All of our crews have gone through TPC and earned their qualifications at an extremely successful rate. We continue to uphold the high standards and work ethic that has made VP-45 the finest Naval Aviation squadron.

LTJG Jason K. Hildreth,
VP45 PAO

A special thanks to CPRW11 and VP45 for taking the time out of their very busy schedules to provide inputs to our newsletter. ED

Reunion 2002 Report

About 130 Pelicans and their spouses and friends joined together in San Diego October 9-12, for Reunion 2002. The weather was perfect as usual for the great Navy town and a good time was had by all. What follows may be biased, but it is my account of the Pelican weekend at the Hanalei Hotel. Minutes of the business meeting are included later in this issue.

First of all, without the local reunion committee, **Jim Cooper, Glen Rufenach, George Creamer, Jim Carroll, Tom Sailor, Bob Stiles** and other volunteers like **Art Pearson** who came in from New Jersey for his first Pelican Reunion, we could not have pulled it off. Jim Cooper's meticulous listing of the participants, later to be known as the famous "Jim's White Book", was the binder for all the information to get things organized and up and running. Jim Carroll's smile and wit kept us on track. Glen was the first from San Diego to volunteer.

He acted as secretary for the group and he and his fiancée handled the name tags made on his own computer at the registration desk. Tom arranged for the Honor Guard for the banquet and Bob was the "answer" man for the event. George Creamer's ready room was an instant winner and his organizing the raffle and prizes was a boon to our bottom line. Speaking of the bottom line, Dave Johnson's unofficial report on the reunion finances showed expenses of \$14169.52 and income of \$14161.76 for a cost to the Association of \$7.76. We did have some coffee mugs left over that, if sold, would easily put us in the black overall. Pelican attendees spent hours going over Chuck Caldwell's tons of squadron memorabilia, which after the reunion was packed up and **Steve Riddle** graciously volunteered to drive it to his home in Fort Worth.

Everyone enjoyed the tours, I especially enjoyed the Nimitz tour, it was great to see how far the carrier Navy has come since my days on Saratoga. The ship, to me, was beautiful, clean and modern and the crew was obviously well trained, proud of their ship and their role in making it operate. All seemed to be in high spirits. They made us old timers feel very welcome and gave us a great tour.

The mixer was fun, full of sea stories and laughter, the banquet was enjoyable and the speaker brought us up to date on how the Navy and its mission have evolved from the Gulf War to the current day. I personally was honored to cut the ceremonial cake with **George Kovach** the Pelican present who had been the earliest member of the Squadron. George came with his brother-in-law, **Dick Zeisel** who was not a Pelican but had many VP tours and is well known by guys from the '60s and 70s. The farewell

brunch was well attended and a buzz of conversations.

Over all, I believe we would have had a much bigger turnout if the economy was in better shape, the terrorist threat was lessened, and San Diego was somewhere along I-10, between Pensacola and Jacksonville. However, it was nice to have a reunion on the West Coast for those Pelicans living west of the Mississippi. I do give credit to those who overcame these negative factors to attend and I know that

things will be better in the future and the 2004 Reunion will see a gathering of Pelicans to rival past reunions.

Tom Golder

Tom, the reunion was great and all who attended had a good time. Our thanks to the reunion committee and all those that attended and helped.
ED

Raffle Winners

- Roger Ferguson won a P5M Model and a Boxed Model of USS Pine Island (both donated by Mrs. Gotto).
- Brian Knott, Jane Lee and Mary Loria each won One Free Night in the Hotel.
- Al Raithel, Sam Hembree & Fay Ross each won a VP-45 Coffee Cup.
- Art Holveck won a VP-45 Baseball Cap.
- George Stark won a VP-45 T-Shirt and a Long Sleeved Green Shirt.
- Sandra Spotts won a Tote Bag.



Tom Golder at Reception Desk

REUNION 2002 - SAN DIEGO



Entrance to the Hanalei Hotel



Patron Four-Five Registration Desk by Pool Area



Steve Riddle, Rich Lappi and James Spotts (Bermuda '59-'63)



Ready Room Coffee Locker



Roger Ferguson and George Stark. Pilots from VP-45 (PBY) 1944-45.



Ready Room Display



Al Lee, Dee Hembree, Peggy Gorman, Tony Navarre, Sam Hembree and Hank Gorman



Leo Cimino & Tom Golder



Dennis Trampe, Harry Mendelson, Bill Tapp & Hank Ingber



Front: Don Malroy, Joe/Joyce Brown - Back: Jerry /Charlotte Green, Ken Gold and Bill Tapp



Margie & Frank Kennedy



Paul & Mary Loria

USS NIMITZ



Escorts



Bill Tapp (2nd from right) has just sold Gerry Green 132 feet of the Nimitz's starboard anchor chain. Harry and Buc chortling, they just bought 152 feet of the port chain for HALF the price!!



Escort & Clarence "Bud" Shaffer

USS Oldendorf



Dockside



Engine Control Room



Escorts



Armament



Security Guard



Friday Evening Buffet and Mixer



Roger Ferguson wins P5M Model and Boxed Model of USS Pine Island (Donated by Mrs. Gotto)

Harbor Cruise



Liz and Al Rotering (Facing Camera)



Pelican Wives Enjoying Cruise



Pat/Reggie Ashley, Gloria Willen, David/Jane Sanderson and Audrey / Tom Doyle

Saturday Night Banquet



Front L to R: John Buche, Bill Berg, Dennis Trampe, Art Pearson. Back L to R: Bill Tapp, Ken Gold, Victor Izzo, Art Buchanan, Paul Loria, Joe Brown, George Dragos, Harry Mendelson and Gene Martinez



John & Billie Chappell with Guest Speaker Capt. Don Roy



Steve/Nicki Riddle, James/Sandra Spotts, Brian Knott, Clarence Shaffer, and Charles/Patricia Knott

Outline of Captain Roy's Saturday Night Speech

I. Intro

a. Thanks for inviting me to speak. Special to me because when I saw who you were, I feel like I have accepted the baton of Naval Aviation from this very group of people. I love getting to spend time with Naval Aviators from the past, because I get to meet the people who made our great Navy the way it is today. I feel like I'm touching the immediate past of Naval Aviation and what I'll try to do tonight is let you touch the immediate future.

b. My background.

c. I was commissioned in 1978, so what I'd like to do now is first, take you on a quick tour of Naval Aviation in the 80's and the 90's to where we are today;

second, I'll talk a little bit about Naval Aviation's involvement in the ongoing War on Terrorism, and third, I'll talk about the future of Naval Aviation.



GUEST SPEAKER

Captain Don Roy

C.O. Naval Air Reserve
San Diego, California

II. The Quick Tour

a. 80's:

i. Reagan buildup years; John Lehman as SECNAV.

ii. 15 carriers with two reserve air wings.

iii. 24 P-3 squadrons.

iv. Flight deck: 2 F-14; 1 A-6; 2 A-7; E-2, EA-6B, S-3, SH-3s, A-3 detachment.

v. Cruises were 9 months, then down to 6 months.

vi. Blue water ops; fighting the Cold War; Threat was Soviet blue water, Badgers, Bears, MiG-21's.

vii. The focus of the P-3 mission was hunting Soviet submarines, mostly in blue water.

viii. Some Operations: failed Desert One; Libyan strike; Gulf of Sidra Ops; Achille Lauro terrorists intercept; Preying Mantis.

ix. Fiscally: 1950 – 1969, Defense budget was about 10% of GDP 1970 – 1989, 6% - a decline, but still pretty substantial.

x. At the close of the decade, aircraft on the drawing board: A-12, Tomcat-21, Common Support Aircraft, Osprey, SH-60's being introduced.

b. 90's:

i. The Wall came down, and so did our force structure.

ii. 12 carriers, with one reserve airwing. The Navy overall decreased in size 45%.

iii. Went from 24 P-3 squadrons to 12.

iv. Flight deck: 1 F-14; 2 F/A-18 Navy and 1 F/A-18 Marine; SH-60; A-6's & A-3's gone.

v. Cruises stuck very close to 6 months with 12 month turn around.

vi. Threat was unknown, but focus became littorals; P-3 focus shifted to anti-surface vs ASW.

vii. Desert Storm defines Ops for a few years, but immediately after DS, the drawdown started in earnest.

Outline of Captain Roy's Saturday Night Speech (continued)

- viii. Operations after Desert Storm were varied: Drug Ops, Bosnia, where EA-6B's were king; Northern Watch and Southern Watch where fighting was common but unpublished. Kosovo where the Air Force finally "proved" that they could win a war single-handedly.
- ix. Fiscally austere: 4 - 3% of GDP and going down; 15% of Federal Budget vs 24% in 1976, which was the bottom of the post-Vietnam drawdown.
- x. One good thing: we started to think.
- xi. Acquisition fiascos: A-12, Osprey, Tomcat-21 cancelled, CSA cancelled.
- xii. Theme for much of the decade: in search of a mission. People aren't flying as much as before.
- xiii. Training at Fallon and NSWC.

III. Future:

- a. Transformation is the byword.
- b. Clinton-era plan results in a 200 ship Navy: the budget is not keeping up with replacing worn out equipment. We've been using them more and fixing them less.
- c. QDR rumors were 9 carriers (not anymore!).
- d. Focus is rapid power projection ashore in a joint environment.
- e. Flight deck: no S-3's, no Tomcats, all Super Hornets E's and F's, including the tanker mission. All Navy helos are SH-60's.
- f. Cruises are different, though – e-mail and phone calls.
- g. Network Centric Warfare is the theory of the day.
- h. Operations: Bosnia and Kosovo seemed to be defining the future of warfare;
- i. China as an emerging threat; TBMS.
- j. Fiscally: less than 3% of GDP and going down. Comparison with other nations;
- k. DoD is in a sad state in terms of aging equipment. The Super Hornet is actually a bright spot.
- l. On 11 Sep, I read a headline: Pentagon looking at 15% budget decrease.

IV. The War:

- a. Navy's strength has always been forward presence and autonomy – we are already at the trouble spots and we don't need any basing rights.
- b. On Sept 11, based on CNN reports, and acting of their own initiative, the Enterprise Battle Group reversed the course they had shaped to return home from their six-month deployment and were on station the next morning, ready to answer the nation's call.
- c. Within hours, Navy assets were in place to conduct strikes. Under verbal orders, one of our carriers (Kitty Hawk) steamed 6,000 miles at flank speed to establish a forward operating base for our joint special operating forces.
- d. The campaign itself:
 - i. Over 70% of the strike sorties were flown by naval aviation;
 - ii. 80% of sorties hit targets;
 - iii. 93% of ordnance were PGM's;
 - iv. Navy was over target 24/7; initially, almost all at night;
 - v. The only significant land force presence in country for the opening phases of the campaign was provided by the Marine Corps 15th Marine Expeditionary Unit from the Peleliu Amphibious Ready Group.
 - vi. In Desert Storm, the Navy averaged 10 aircraft per target, in Afghanistan, there were at least 2 targets per aircraft;
 - vii. Average strike mission is between 7 to 10 hours per flight;

Outline of Captain Roy's Saturday Night Speech (continued)

- viii. For thousands of years, the conventional wisdom was that you needed 5-to-1 odds on the ground to attack; with precision air strikes, our Afghan allies overran a dedicated and well-resourced enemy even though they were outnumbered 2-to-1; this required special operating forces, persistent intelligence, surveillance and reconnaissance and Air Force tanker assets.
- ix. Today, Navy pilots are still flying 7 to 10 hour missions, standing by, and dropping bombs when called upon.

V. Status of the P-3 community

- a. Community is healthy.
- b. Rumors of its demise when the blue water mission went away.
- c. AIP – Aircraft Improvement Program
 - i. Better communication equipment
 - ii. Electro-optical and infrared capability
 - iii. Targeting platform
 - iv. Helped the guys on the ground a lot with situational awareness
 - v. Big demand right now for Maritime Interdiction Operations and continuing Operation Enduring Freedom operations.
- d. Sub hunting is still the core competency, but it's now littoral with new equipment to make that possible.
- e. Close relationship with the reserve component – we can't get along without each other.
- f. Aircraft are aging.

VI. Future of Naval Aviation.

- a. F/A-18E/F Super Hornet
- b. Multi-mission Maritime Aircraft
 - i. Funded with IOC of 2012
 - ii. Surveillance and attack and a reconnaissance version
 - iii. B-737 or a rebuilt P-3: not decided yet
 - iv. Incorporating UAV's into the squadrons
 - 1. Technology is not mature
 - 2. Cost is more than expected – almost the same as an aircraft

VII. Closing

- a. Today's U.S. Navy is the most powerful and lethal navy the world has ever known.
- b. There were many nay-sayers about the necessity for a large and powerful navy, but when war came to the United States, it was the Navy that answered first and delivered.
- c. I'd like to close by thanking you for the part you played in making this Navy so great.

The First Navy Jack

1. Pursuant to Ref A, The First Navy Jack will be flown on board all U.S. Navy ships in lieu of the Union Jack during the global war on terrorism. To honor those who died during the attack of 11 sep 01, all afloat commands will commence flying The First Navy Jack at morning colors on 11 sep 02. This display of The First Navy Jack is an authorized exception to section 1258 of ref b.

2. The First Navy Jack is a flag consisting of a rattlesnake, superimposed across 13 horizontal alternating red

and white stripes with the motto "Don't Tread On Me." The jack was first employed by Commodore Esek Hopkins in the fall of 1775 as he readied the Continental Navy in the Delaware River. His signal for the whole fleet to engage the enemy was the Striped Jack and Ensign flown at their proper places. The temporary substitution of this jack represents a historic reminder of the nation's and navy's origin, and will to preserve and triumph.

3. Non deployed ships and craft

VADM Charles W. Moore, Jr.

Coco Solo News

by Ken Gold

All of us have long-standing relationships with so many of our former shipmates in the squadron, but sometimes something occurs which virtually demands that we pay special homage to one of those old pelicans for special services or favors rendered. Such was the case when an old friend, Chuck Caldwell, announced his 'retirement' from the post he had held so long and so faithfully as the secretary of our association.

Denny Trampe, from the Coco Solo era of our association, had a great idea. He and his friends from the P5M NES/BDA era would honor Chuck Caldwell for the pilot he was when they served with him and to acknowledge his years of dedicated service as the association's secretary. The idea flourished and matured and was then carried to completion after Denny shared it with a few others.

KenGold suggested that the physical special offering given to Chuck to show our appreciation and love and respect might best be an elegant mahogany model of his old P5M, EE-9. A model like the ones created in the P.I. by a former PPC's company, *Morrison Airplanes*.

This model, though, was to be a special one, with our squadron logo etched into the base, with Chuck's name in small letters under the cockpit port window and with his old plane captain's name over the port access hatch. An added bit of customizing was to be a small brass plaque hanging from a chain on the model's support bar. The plaque would show Chuck's name, the ID of his own P5M, and the notation that he served in VP-45 at Coco Solo, C.Z.

Harry Mendelson suggested that a special commemorative document be presented to Chuck along with the model. He and **Bill Tapp** enlisted the computer expertise of **Bill Berg** to get that part of the project done. Also, many of our pelican partners came up with additional suggestions and niceties to enhance and formalize the occasion of the presentation to Chuck.

Harry then arranged for there to be a surprise for Chuck and his wife-- supposedly a simple dinner for the couple along with **Bob and Jinx Stiles** near their homes in southern California.

However, when the foursome arrived at the restaurant on 11Jan2003, they found a whole host of VP-45 personnel there to greet them and to turn the event into a somewhat unique dinner party.

It was kicked off with the presentation of the model and the certificate, a copy of which appears in this edition of the newsletter. In attendance at the impromptu surprise dinner party were Hank & Becky Ingber, Dennis Trampe, Chuck Caldwell, Harry Mendelson, Bill Tapp, Bob & Jinx Stiles and Jim Cooper.

It turned out to be quite a pleasant way to get the new year off and running free from the buoy with the mags checked and the 3350's roaring and our great old blue P-Boat taxiing away from N.E.S.

Chuck, thanks again for all your service to the association above and beyond the call of duty. You were a good guy 'way back in the mid-50's in Panama and you most certainly still are both an officer and a gentleman. You are what VP-45 is all about.

Here are further details concerning the company, Morrison Airplanes, in the Philippines which created the very specially tailored P5M mahogany model which was presented to Chuck. The company produces 'plain vanilla' generic versions of many aircraft from the great mahogany grown in the P.I. These versions include both models of the P5M, the P3, the PBM, and dozens of others. I have not seen a catalog per se, but it is easy to communicate with the company via email. I have a copy of the generic model which I changed into my own EE-1 plane. However, the tailored version, of which I also have one, comes with the squadron logo carved into the mahogany base, with your own side number and your own bureau number and with EE or LN on the tail.

Once they knew the purpose of this particular model Morrison gave me a very special price. They said they will offer special prices to all of our members and that they will make a donation to our association for each model sold.

Through 1 July 2003 Morrison will Charge \$175 for the personalized version of either the P5M-1 or P5M-2 with squadron ID and BUNO and etched squadron logo on the base. Price includes shipping and handling. Each order will result in a \$10 donation to the association.

Gary Wiley is the customer services man for Morrison and he may be reached at gary@customplanes.com. He certainly did a great job for us in this instance and I am assured that they will do as well for any of our members.

At my age I've seen it all, heard it all and done it all...I just can't remember it.

CHUCK CALDWELL "GOLDEN PELICAN" AWARD CEREMONY

(described by Harry Mendelson)

We met with Chuck on Saturday night and if it was not a surprise to Chuck, I would be surprised. But Chuck is a cool fellow, so if he knew, he sure didn't show it and that made all of us feel good. Although we didn't have as large a group as I would have liked to have, it was good, small and intimate.

Those that couldn't make it receive an "official pardon," all had very important reasons for not making it, those that did make it received an "Attaboy Award" and their "Pelican Merit badge."

Some worked behind the scenes and others were at the scene.

Bill Berg won his "Merit Badge" for the best "Certificate of Appreciation." (This guy is good enough to print money. I wonder if he has a file with the FBI?)

Ken Gold won several Merit Badges. Those were for Design, Purchasing, Cash Collection, Construction Supervision and finally, the JIT (Just In Time Award.) Can you believe he had it timed to arrive on Friday, one day before the dinner. I suspect he had a good giggle, knowing that Bill Tapp and I were beginning to sprout a good sweat wondering if it would get there on time.

Kenny came through and now I understand his confidence. He was right on. (One extra "Attaboy Award" to be sent to Hobe Sound Florida...)

Bob and Jinx Stiles get the "Covert Conspirator's" badge for corraling Chuck and getting him to the site without knowledge of the goings on. (Bob is really cool, I suspect that the deodorant manufacturers really can't sell him a thing. He just doesn't ever get into a sweat or raise his voice. I have close to 300 hours with him in



L to R - Hank Ingber, Dennis Trampe, Charles Caldwell, Harry Mendelson (standing), Bob Stiles, Jim Cooper and Jinx Stiles. Not shown Bill Tapp and Becky Ingber

Harry Mendelson and Chuck Caldwell



the air. He's cool.)

Jim Cooper gets the "Saved the Dinner Badge." It seems that the Alpine Inn, the original site of the dinner had an emergency closure due to a "gas leak."

Jim did with skill, style and diplomacy, direct us to the site of Plan

CHUCK CALDWELL "GOLDEN PELICAN" AWARD CEREMONY (CONTINUED)

B, "The Breadbasket," where dinner was served family style, by the ton.

Bill Tapp won the "good guy" badge for maintaining a very cool presence and keeping us on track.

Oh yes, Denny Trampe gets the "Good Idea Award." It was his idea.

If I missed anyone, I apologize, they of course get the "First Class helper badge."

Finally, it all came together and I am proud that you guys got it done.

I hope that Chuck understands how important his efforts were and how much we appreciate his wonderful work.

So, the final "Tip of the Topper" merit badge goes to Chuck. He earned it.

Harry

Harry, we join you in your praise for Chuck. Thanks to all of you for honoring him at the presentation ceremony. I wish I could have been there. Apologies to those that didn't know about the award. It was held pretty close by the organizers to prevent Chuck from finding out. The Coco Solo group as a whole should be commended. Your camaraderie and friendship is refreshing. **Note: Three hundred dollars over and above what was required for the award and ceremony was collected and has been donated to the reunion fund.** ED

To All —

Joan and I want to thank you all for the great surprise party and "presentos" you gave us.

Joan's bouquet was beautiful and still is fresh and colorful today.

The P5M model is truly a work



Model Airplane and Certificate Presented to Chuck Caldwell



of art and something I will always treasure.

It rests on the shelf above my computer so I can see it clearly every day! It even has "C. Caldwell" in tiny letters under the pilot's window, and the bureau number 135464 was the first P5M

EE 9! I really appreciate the honor of being the very first to receive the Award of the Golden Pelican". Can't get any better than that, I guarantee.

Thank you all!

Fair skies . . . Joan and Chuck.

Photographs taken late 56 or early 57 of EE-2 being lifted onto a seaplane tender. According to Chuck Caldwell the pilot in the plane was Gunnar Moore. I wonder who the wing riders were. Provided by Lou Marrero who was an AT3 in VP-49 1956-59.



Coco Solo Email Chatter.....

Hi Group

Well, I need to tell you I had a great evening last night with Hank Ingber. We were together for about 5 hours, had a really nice dinner and I gotta tell you that the old times came flooding in for most of the night.

Hank is going on 71, looks great and is still working and having a great time doing it. I remembered his face and aside from a few wrinkles and an occasional dent, it was Hank. (I suspect that we could both use a bit of retouching and body work.)

As you know, he will not be attending the reunion, but wishes all of us well and is looking forward to the next reunion, which I understand will be held closer to the east coast.

We didn't do much picture taking, but I did catch this one between "Old Time Adventures."

While there, hank connected me to Jackie Pate. She is Chief Les Pates wife. Les passed on several years ago. Again, more memories. She remembered my name, although I don't think I ever met her while in Panama. But for the record, Chief Pate was a good man and a good friend.

Anyway, time for migration to San Diego is close. I'm beginning to understand why Salmon return to their home stream. The urge is there...

Harry

Hi, Harry M,

Sure have been enjoying all the pictures on the CD you sent. Looking at the ones from the Reunion, everyone must have had a ball. Good looking group even with the added years!

Joe B also sent me one of his discs, so I've been in Hog Heaven and will probably end up with "red eyes".

Have been receiving all the e-mail chatter. Thanks for keeping me up-to-date.

Regarding the last active P5M-2 at the N. A. Museum - something historic:

How about EE-11 sustained flight for 21.5 hrs - [Pilots Raitchel, Caldwell, Chase - PC Lovric] and Barry or LN-3 [formerly EE-3] had to taxi 180 miles on one engine to get back to NAS Jax. [Pilots - Christiansen, Calloway- Snow - PC Murray] wonder where did these A/ C go? A wild thought!

See what happens when you end up with a virus - you take medicine and read the e-mail traffic.

Lon G.

Lon;

The sustained flight you mentioned for EE-11 . Was that the one where we were checking the shipping in and out of Guatemala?? Right after they seized that shipload of arms coming through the canal ? (1953 I think)

Buc

Hi All;

I trust this finds everyone well and too full of good food to do anything but read e-mails. All the talk about flight times got this old historian curious. I got out the old log book and find that I logged the following flights of 10 hours or more during my time in VP-45 from May 1953 until March 1956.

May 53: 10.2, 10.0, 10.3 all
Coke to Jax or return PBM.

Sep 53: 11.0 Operation Churchy (Galapagos); 10.5 Coke to Jax PBM

May 54: 10.4 Coke to Jax; 13.1m 12.2, 10.5 Operation Hard Rock "B" (Guatemala) PBM

Jun 54: 10.6, 12.1, 10.9, 11.7, , 11.2, 12.2 Operation Hard Rock "B" PBM

Sep 54: 10.1 ASW diverted to Key West by Hurrican Evacuation of JAX P5M

Feb 55: 10.6 ASW at Operation Springboard San Juan P5M

Jun 55: 10.0 Coke to Corpus

Christi P5M

Aug 55: 11.7 Corpus Christi to Coke P5M

Jan 56: 21.8 P5M-1 Record Endurance Flight (Record still holds for P5M-1)

That's all I have to add to the discussion. Others may have had more and longer flights, but I think it is representative of most crew's experiences over that time frame. Thanks for your friendship and the memories.

Al Raitchel

Pic of the day:

John Lovric, atop 11 Boat, San Juan Harbor, February 1957. Lovric to Currituck:

"S-E-N-D B-E-E-R"!!



Joe B.

Military Prayer

'Lord, hold our troops in your loving hands. Protect them as they protect us. Bless them and their families for the selfless acts they perform for us in our time of need.'

When you receive this, please stop for a moment and say a prayer for our active troops fighting the war against terror.

Of all the gifts you could give a US Service man or woman, prayer is the very best one.

Letters, Messages & Notes

28 August 2002

Dear Chuck:

I was happy to receive my copy of the Sept 2002 issue of The Pelican Post today. I have always enjoyed reading this newsletter even tho I was never a "pelican", just a VP-50 "Blue Dragon".

I did learn sometime ago that Mariner/Marlin Assn. and the Patron Four-Five Association would no longer trade newsletters, much to my consternation. As you know, we have used material from the "Post" in our newsletter and perhaps, vice-versa.

Although I had not taken any action to correct the fiasco, I'm glad to see that this arrangement has been reversed.

I just telephoned Steve Riddle to congratulate him and to insure that we can continue to trade newsletters. We all need to help one another to keep these meaningful organizations going.

I also enjoyed seeing your picture, Chuck, and reading your "swan song" and know that a lot of people appreciate what you and your wife have done for the good of the cause over the years. I'm glad you have a replacement and will have the time to do some other things now.

Thanks for everything, Chuck. Good luck in the future and have a good time in San Diego in October.

Warm regards,

Dave

PS: I also enjoyed reading of your experience with the Guavina.

September 6, 2002

Chuck,

What a pleasant surprise to be contacted by Harry Mendelson after all these years. I sent my membership dues to Dave Johnson the same day. At this time, I plan on attending the reunion in San Diego. Enclosed are two news clips that you may find interesting. Also, I have an 8x10 photo of the VP-45 volley ball team on which you and Jack Barry are pictured among others, which I will forward later.

Ed Rowan (AT1 Nov.54 to Nov.55)

September 7, 2002

Dear Mr. Johnson,

I very much regret that, oncemore, I am unable to attend your annual reunion and, although I have in the past received a number of nice letters from some of your members, I believe there are none just now that I would recognize!

Regretfully, therefore, I feel I must resign my membership and save Patron Four Five Association both time and stamps. Lloyd Roe was the last member that I remember meeting before his death. Those others that I met in Bon's lifetime must all be gone. Again, thank you and all the members that have kept in touch.

Have a wonderful time in San Diego next month. The place sounds great.

Best to all!

Hope M. Amme
(Mrs. Carl H. -
"Bon Amme")

**I have reluctantly removed
Hope Amme from the roster.
ED**

29 September 2002

Mr. D.R. Johnson:

Let me begin by saying I am so very happy to be able to write this note.

Two weeks ago I was contacted by Jay Thomas. We were on the same flight crew "LN-8" and our PPC was Frank Agnew. I was totally astounded to hear news of VP-45.

I contacted Mr. Caldwell and he sent me a packet containing the newsletter, roster, the ten year newsletter index and your dues envelope to join the association.

The information on the association roster is all correct.

Respectfully,

Lyle Swaney

30 October 2002

Dear Dave,

Enclosed is a check for dues for two years. At the San Diego get together the dues were reduced with the hope of attracting new members and retaining the

rest. I am of the latter. If the annual dues were \$50 per year it is still a bargain to be part of a fantastic group such as the VP-45 Pelicans.

San Diego was great and much thanks to group that made all the arrangements for all of us attending.

It's great to meet fellow Pelicans from the Coco Solo era and to relive all the great times there. Seeing old faces: V. Izzo, Ken Gold, Don Cain, Tony Testa, R. Stiles and Harry Mendelson. Who said the old days don't bring back fond memories?

Looking forward to the next reunion in 2004.

A fellow Pelican

George Dragos
(Coco Solo '51-54'
AO on EE7 & EE8)

Memories from Robert Thurman (Metal Shop & Plane Captain 1954-1956)

I arrived in Coco Solo in 1954 on the day they machine gunned the President of Panama at the race track in Panama City.

My experience included being towed by a submarine and bringing the 4 inch fuel line on-board through the hatch under the starboard wing.

One time the line used to tow us went slack and for a short time we were towed by the fuel line before it broke loose dumping 20-30 gallons of fuel into the bilges.

I remember looking down at my feet where I had coiled the line I used to bring the fuel line aboard. It was playing out very fast...and if it had snagged my feet I wouldn't be writing this today.

The nuclear Aircraft Carrier, U.S.S. Harry S. Truman (CVN 75), and the ships in her Battle Group, got underway from Norfolk, VA this week for an extended deployment. Just as the lines were cast off, this announcement was made throughout the ship and topside on the ships intercom (1mc):

"Peace on Earth to men of good will — All others, Stand By"

Dave Johnson

I spent two (9 mos) tours in Korea (1951 - 1953) and flew PBM-5/5S/5S2's.

There is a much more fascinating story — about the German U-Boat (the U-615) that, in July/August 1943) shot down or otherwise accounted for 5 aircraft in one battle. Two of these were aircraft from Trinidad-based VP-205 (while George was in the squadron.) I'm trying to interest someone (like Don Bellisario) to make a TV or screen play from this story. Also, another hero of this story was a guy by the name of *Crider* (now CDR, USN-retired) who was a substitute crewman and saved one of the hit PBMs from burning up.

I could put on a short presento of this battle if someone wants—and will tell me what aids are there to show it on. Screen, slide projector, overhead projector, etc..

I have a lot of ex VP shipmates in VP-45. Hope to see some of them at this reunion, and I look forward to meeting you as well.

Best regards,

Dick Zeisel

Capt. Zeisel,

This sounds great! I have forwarded your message to our Secretary/Newsletter Writer/Historian for his action.

Thank you,

Dave Johnson

Hi Steve,

Thanks for your contact message. I wasn't sure who had the ball at this point.

There is good news and bad news... the bad news is that the story I refer to (WWII era sub battle/VP-205) is not in written form, but in a form I could have presented at the reunion via slide show or what have you. The good news is that

the story in its entirety (with no particular emphasis on squadron) is published in a book entitled "*The U-Boat War in the Caribbean*" by Gaylord T. M. Kelshall, republished by the Naval Institute Press in 1994; Chapter 19, "*The Greatest Battle*". It is a great book, but this chapter is of particular interest to ex VP-205 folks; in particular, my brother-in-law, *George Kovach*, who was a radioman in that squadron starting in 1942 (east coast) until the war ended in 1945 (west coast/Okinawa).

Wish I could say I had the time to reduce some of his memories of that tour to formal writing, but so far, that isn't the case. But then, who knows what the morrow will bring. Best regards,

Dick Zeisel

Let's hope the memories get preserved in writing! ED

Dear Steve,

The most interesting book that I have read about our experiences is the "*The U-Boat War In The Caribbean*" by Gaylord Kelshall. I have enclosed a letter which I received from him. Although I have sent the book to my son, LCDR Philip B. Creider, CHC, USNR to read, I think I recall me being mentioned about page 288. The book is available from USNI Proceedings. It is the most complete book I have ever read about our experiences. I know you will enjoy it.

Although I did have a stroke, I am not bad off. I still play golf at age 85, take painting classes and visit a lot of museums and galleries. As my beloved Madeleine and I say; "We are still alive and kicking, just not as high..."

Our son is a Catholic Chaplain stationed in Sigonella Sicily. We correspond with him by email. Today he is in Larissa Greece holding up

the faith.

I served over 30 years (35-65), always in aircraft maintenance. In fact I was designated LDO on 22 June, 1948. My last duty station was Sigonella as Aircraft Maintenance Officer. See, my memory isn't so bad. Thank you for jogging it.

A.S.Creider
Commander,
USN (Retired)

For Steve:

Skeets mentioned something he hopes may help others who are legally blind as he is, and asked that I pass it along to you in case you want to put it in the newsletter.

He said there is an outfit named *The Braille Institute*, whose address is 4555 Executive Drive in San Diego 92125-3025, telephone number (858)452-1111, that provides a machine called *The Reader's Edge*. He has used one for a while and strongly recommends others who can't read to consider getting one. The machines take black/white typewritten material and convert it to speech so a person can hear the written word.

I know there are a couple of members who have eye problems and can't read very well any more, and they may not know about the unit but may want to investigate its possibilities.

Chuck



Cocoa Beach Reunion.....

The Mariner Marlin Association



The Mariner/Marlin group will have its next reunion 7-11 May 2003 in Cocoa Beach, Florida. Contact Gabe Harman at (321)631-8648/FAX (321)631-8648/gbharman@webtv.net for additional information

Recovering Pelican

Victor Izzo recently underwent some very serious surgery. We think he will soon be going home. Please remember him in your prayers and send well wishes to:

Victor Izzo
1145 1/2 S Washington Ave
Lansing, MI 48910-1648
Email: izzomarysbar@msn.com

Be Careful What You Wish For!

A man and his wife, now in their 60's, were celebrating their 40th wedding anniversary. On their special day a good fairy came to them and said that because they had been such a devoted couple, she would grant each of them a very special wish.

The wife wished for a trip around the world with her husband. Whoosh! Immediately she had airline/cruise tickets in her hands.

The man wished for a female companion 30 years younger. Whoosh! Immediately he turned ninety!!!

In Memoriam



Otto L. Marquardt Nov. 6, 2002

Recommended Reading

Barnes & Noble's "October Fury" by Peter Huchthausen. Huchthausen knows the hidden history of the Cuban missile crisis.

5:53 A.M., October 31, 1962

Commander Rozier

USS Charles P. Cecil

Four Hundred Miles North of San Juan, Puerto Rico

Lieutenant John Hunter heard the words over the IMC loudspeakers: "Russian submarine on the surface!" "It was beautiful," he said. The submarine was wearing white tactical numerals painted on her sail, reading 911 on the starboard side and 011 to port.



October 1962

*LN 9, USSR Foxtrot Class Sub and USS Cecil.
LT Rich Bernal PPC, LT Don Hill C/P,
LTJG Bill Rodriguez TACCO*

Announcements



AVCAD/NAVCAD/MARCAD REUNION 2004

TARGET DATE: EARLY NOVEMBER 2004 PENSACOLA, FL

AHOY ALL HANDS...NOW HEAR THIS: As a New Year begins to unfold we take this opportunity to wish each and everyone a year of happiness and good health. May your fight along life's glide path encounter nothing but CAVU weather and Happy Landings until we all make that 'Final Approach'. We close out the old year with joyful memories of Reunion's Past and begin the planning process for REUNION 2004. The transition has begun to turn over the quarterdeck to a new Reunion Coordinator. JODI DARON, whose company MAS Management will coordinate another great AVCAD REUNION in Pensacola. Dates for the reunion will be announced as soon as plans are firmed up. Tentative dates will be in early November 2004, as we are trying to arrange our schedule to include the Blue Angels Annual Air Show. To hold down postage costs we have included in this mailing cards to be returned if you are interested in attending the next reunion or wish to be removed from the mailing list. Please fill out the cards and return to Jodi so she can get a handle on possible numbers to expect. Only those returning cards will be included in the next mailing.

We still have a few 2002 Rosters available. Anyone interested in receiving one, a ten dollar donation to the cause will get it in the mail to you. At last count we had 3422 names and addresses. Please keep us informed of your current address as maintaining a current roster is most important. (Send your donation to Joe at the Corpus Christi address). We hope to have the transition to our new Reunion Coordinator complete by about the first of February. Those who were unable to join us for our last two Reunions in Corpus Christi missed the boat. Judging from all the comments received both reunions were top caliber and a good time was had by all. Reunion 2002 had one Marine Pilot who came all the way from South Africa and six former French Cadets with two wives came over from France and vowed to make the next one in Pensacola. The Frenchmen had the honor of dropping the wreath over the side at our Memorial Service aboard the U.S.S. Lexington in memory of all our former shipmates who are no longer with us.

This is your reunion and any suggestions YOU might have as to any reunion activities you would like to see included in our program will be most welcome. Send your ideas to JODI, she needs all the help you can give her to plan a super-duper reunion for you. Joe and Gwen send their thanks to all who took part in the last two Corpus Christi Reunions. It is a very time consuming job putting all the pieces together for a successful endeavor, but in the end the effort is most heartwarming and for us a truly labor of love that brings back so many memories of our Naval career. Meeting new friends and rehashing old sea stories make reunions an event to look forward to and reminds us of shipmates long gone who we were privileged to know. So return the enclosed card and make plans to join us in Pensacola for another memorable Reunion in 2004. We would like to talk to you and not about you. Over and Out.

**REUNION COORDINATOR: JODI
DARON, P.O. BOX 2488, PENSACOLA,
FL 32513 PHONE:877-333-4027 Email:
info@masmanagement.com**

Dear Fellow VPer,

Patrol Squadron Twenty Four (VP-24) is seeking new members to The Batmen, the VP-24 Alumni Association. We are seeking veterans from VP-24 and its predecessor squadrons (VB-104, VPB-104, VP-104, VP-HL-4, VA(HM)-13).

We have 750 veterans in our association and have been conducting annual reunions for the last 20 years. We also have a book - THE HISTORY of VP-24 175 pgs. In addition we have hats, mugs, shirts, patches etc.

Also see us on the web at <http://www.vpnavy.org/vp24.html> and <http://www.vpnavy.org/vp24news.html>.

We seek your assistance in advising your members of our existence as we suspect that many of your members may have once served in VP-24 and/or its predecessor squadrons. We in turn would be more than happy to inform our membership of your association. Also, we are very experienced in conducting reunions all over the US and are more than happy to share our experiences, expertise and contacts with you in planning your next or first reunion.

Our 2003 reunion will be held at JACKSONVILLE the weekend of Oct. 24-26th.

Our winter newsletter is being emailed/mailed out right now.

Your assistance and attention is most appreciated and I look forward to hearing from you on how we might work together to increase association memberships and reunion attendance.

Blue skies and a strong tail wind,
Andy Massa VP-24 Historian
navyvp24@hotmail.com

2003 Reunion Hosts
Don & Chris Hall
4421 Commons Dr. E.
Suite #413
Destin, FL. 32541-3487
850-650-3048
dfhdestin@cox.net

Personnel Officer
Alex Simon
Box 1119
Ocoee, FL. 34761
407-297-3639
ipals@isp01.net

Name Change

Effective Jan 1, 2003 "The Retired Officers Association" became "Military Officers Association of America (MOAA)". The magazine is Military Officer and the Web site is www.moaa.org. Questions or comments to 201 N. Washington St., Alexandria, VA 22314-2539. Include your member number.

Minutes of the Business Meeting 12 October 2002

At 1538 the meeting was called to order by the Association President, Tom Golder. Secretary Chuck Caldwell read the minutes from the 2000 reunion meeting.

Discussion regarding the prior motion passed that requires reunions to be held at locations with Navy presence. President remarked that the experience in selecting the 2002 reunion location proves the requirement is neither feasible nor workable. (1) No coordinator/host volunteered to host a reunion in a Navy presence location except member near Corpus Christi. He had to later decline due to health problems. (2) Survey shows various locations used in the past with Navy presence are not desirable at this time for a return reunion. (3) It is very difficult to coordinate a reunion with the requirement that it be restricted to a Navy presence location, and such is not in the best interests of the Association or members.

Motion made to delete the requirement and allow the Association Officers to select the reunion location. Motion seconded and passed unanimously.

President read the names of officers for the next period as nominated by the selection committee (Pres = John Chappell/ VP = Leo Cimino / Secty./Newsletter Ed. = Steve Riddle / Treas. = Dave Johnson) and asked for any nominations from the floor. There were no additional nominations. *Motion made to accept the committee's recommendations/nominations. Seconded and passed unanimously.*

President passed control of meeting to new president, John Chappell. Navy birthday cake at the banquet will be cut by the member present who was in a VP-45/205 squadron earlier than any other, and the member who was in the squadron latest.

Motion made by Charles Caldwell to drop dues to \$10/year and 5 year dues to \$45. Discussion Followed. Motion made after investigation and observance by Treasurer and Secretary of membership reaction to increase in dues from 2000 reunion.

1. At the last reunion business meeting, there was a proposal from the Treasurer that dues be increased to \$15 per year because we had reduced our treasury significantly due to large donations to other Navy groups, such as the Pensacola museum, and a large number of life memberships. He observed that we needed a more substantial financial base if such donations were to continue.

2. After a very brief discussion it was moved and passed that dues be raised to \$20 per year effective immediately and lifetime membership be raised to \$200.

3. We presently have sufficient funds to satisfactorily meet our obligations for the foreseeable future – unless postal rates and printing costs rise significantly.

4. Our membership immediately began to drop

from about 478 to our present 430, in spite of our adding about 14 new members, for an overall net decrease in membership of about 10%. Without the new members the decrease would be about 12.5%. No research was done to determine the reason for old members not renewing, but only a very few passed away.

5. There is no assurance that lowering the dues will result in an increase in our membership or treasury but, if we resist the temptation to donate large sums of money to other groups or organizations, our treasury should gradually increase, membership should begin to rise and a higher percentage may be induced to renew or join.

6. A review of funds indicates adequate moneys in the Treasury and that dues can safely be adjusted according to the below formula.

7. The following formula is proposed to fairly distribute the dues already paid by members in the past two years: (1) Those who paid \$20 in 2002, but not yet for 2003, extend membership to 2003. (2) Those whose dues were paid for 2002 and are paid through 2003, extend to 2005. (3) Those whose dues are paid through 2004, extend to 2006. (It may not be feasible to determine when the advance dues were paid). (4) Those who paid for 5 years in 2001 and 2002, extend their membership for 3 years from the date paid up to.

If, in the future, it becomes obvious we need an increase in dues, the Treasurer can evaluate the various options and present them to the reunion business meeting at that time. The membership is cautioned that, should a donation to a group be proposed, that the Treasurer be consulted as to a recommended maximum safe amount of the donation and act accordingly. *Motion seconded and carried by show of hands.*

Open discussion of next reunion location was held. President remarked that anyone who suggests a reunion location is understood to volunteer to be the host for the event. Dan Cain mentioned that Tucson is not recommended as a reunion location for our group since there is only Air Force presence there except for the partially restored PBM-5A. *Frank Kennedy volunteered San Antonio. No objections recorded.* One other location mentioned – Branson – without a host but with professional planner. The President said officers will consider it. President stated that the Association Officers will select the next reunion location after studying all considerations.

President recognized the reunion committee by name and remarked on the excellent reunion preparations and conduct. There being no further business, the meeting was adjourned at 1620.

Treasurer's Report (March 1, 2003)

Beginning Balance:

March 1, 2003 _____ \$29,058.53

Income:

Dues _____ \$1,509.00

Money Market Interest — 123.17

2002 Reunion Registration --- 9,984.76

Total Income _____ \$11,616.93

Total Capital _____ \$40,675.46

Expenses:

Printing _____ \$686.56

Postage _____ 230.21

Reunion Expenses ----- 13,706.64

Reunion Refunds — 1080.40

Delaware Registered Agent

The Company Corporation — 175.00

Total Expenses _____ \$15,878.81

Ending Balance:

March 1, 2003 _____ \$24,796.65

Money Market Balance _____ \$22,648.67

Checking Account Balance _____ 2147.98

\$24,796.65

David R. Johnson
TREASURER

Treasurer's Note

Please note the address label on the envelope your Pelican Post arrived in. The number after your name represents the last two digits of the year through which your dues are paid. If the number after your name is "02", with an (*), it means you are only paid through the year 2002, and you need to send the Treasurer \$10.00 in order to be paid through 2003.

Remember that dues should be paid in November for the following year. Dues are delinquent in March. If a member has not paid by March, we must drop him from the rolls and he can no longer receive the Pelican Post. For example: dues for 2003 should have been paid by November of 2002; they will be delinquent in March of 2003.

Annual dues were decreased from \$20/year to \$10/year at the 2002 Reunion in San Diego. Therefore, we have adjusted the year through which a member is paid according to the formula, as set forth in the minutes of the 2002 Reunion business meeting (those minutes are printed elsewhere in this issue of the Pelican Post). Please refer to paragraph (7) of the minutes to see how we arrived at the year through which you are paid. Many members' payment history is rather vague, so wherever there was a question, we have given the member the benefit of the doubt (in his favor).

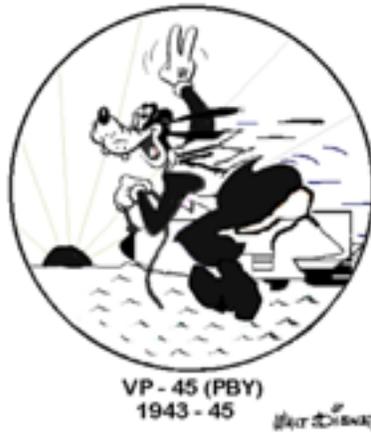
If there are questions, please contact Dave Johnson (Bogeydave@cox.net), 850-456-8062 (FAX at same phone #), or at: 7814 Bay Meadows Dr., Pensacola, FL 32507.



Mystery Photograph

Can anyone identify the crew, the name of each person and describe the event taking place?

PATRON FOUR-FIVE ASSOCIATION



President
Vice President
Treasurer
Secretary/Editor

John Chappell
Leo Cimino
Dave Johnson
Steve Riddle

Dues are \$10 per year 11/1 to 11/1 (\$45 for five years/\$200 for life) and are payable to Mr. D.R. Johnson, Treasurer; VP-45 Association; 7814 Bay Meadows Drive; Pensacola, FL 32507-1518. The roster is included for members' personal use only. Please inform the editor if you change your address. An asterisk after your name on the address label indicates your dues are now due.

From the Editor's Desk.....

I consider it a great honor to serve as the Secretary/Newsletter Editor for such a distinguished group of people. Even though I knew Chuck Caldwell was doing a great job in the position I wasn't sure what all he was doing until I started receiving box after box of material he has been collecting and maintaining for the association archives. Unpacking will go on for awhile (and I may have to add a room) but I've found what is needed to get started.

If you will keep the information coming I will do my best to see that it's included in a newsletter to be shared with others in the association. I am particularly interested in photographs and stories about things that happened during each of your tours with the squadron. Stories don't have to be elaborate or spectacular to be of interest. It would be good to have anecdotes from recent squadron operations.

We don't have many members from our younger Pelicans. This is an area that needs to be actively

pursued by each member. Let me know what I can do to help. If you have leads, pursue them.

A roster will be published annually and mailed with the Spring newsletter to active members. If necessary, change pages will be mailed with the Fall newsletter. I am depending on each member to help me keep the roster current and correct by providing updates for yourself.

I would like to include a mystery photograph in each newsletter. If you have a candidate, please make it available to me. If necessary I can copy it and return it to you.

I will miss Chuck's "Fair Skies" expression and am sorry to say I don't have one to replace it but maybe we can call on him for an occasional article.

Steve Riddle, Secretary
VP-45 Association
PO Box 123045
Fort Worth, TX 76121-3045
s.riddle@ieee.org

PATRON FOUR-FIVE ASSOCIATION

Pelican Post



September 2003 Newsletter #32

From the Cockpit....

As many of you know, I have been the victim of a number of health problems over the past few years, with the most recent problem happening this last winter. At the present time the problems seem to be mostly in remission, but I am naturally preoccupied with the situation. Because of these preoccupations I am unable to serve as your President as well as I would wish, and I have submitted my resignation to the Board. I do this with regret, yet our fine organization deserves more than I feel I can provide. I am happy that we have Vice President Leo Cimino in place and ready to take on the responsibilities. Leo is very capable and fully qualified and I thank you, Leo, for stepping up to put your shoulder to the wheel.

Certainly it is my plan to continue to help our fine organization in whatever more modest way that I can. I feel honored to have been elected as your President, and deeply regret my inability to continue to serve. I will

surely continue to participate and enjoy our fellowship as much as possible.

My best wishes to each of you, and please help Leo, Dave Johnson and Steve Riddle keep us on the beam.

John Chappell

John's resignation was accepted with regret and in accordance with the association bylaws I have assumed the position of President. I will do my best to live up to the standards set by my predecessors. My prayers and best wishes are extended to John and Billie.

This leaves the position of Vice President open. Anyone interested and willing to serve as an Officer of the Association contact our Secretary, Steve Riddle, who is conducting a search for candidates.

My first order of business is to finalize plans for the 2004 reunion which is to be held in the beautiful city of Jacksonville, Florida.

The reason Jacksonville was chosen as the host city was (a) our large membership population in the area, (b) it is the squadron home port and (c) successful past reunions there.

I have contacted a professional coordinator in Jacksonville who has determined that the same hotel we used for the 1992 reunion is available. This hotel is located in central Jacksonville in the Riverwalk area. I have fond memories of that reunion and am hopeful that we will be able to secure it for our 2004 reunion.

A number of you have volunteered your help in organizing the reunion and to those that have, I will be calling on you. Much of the work will be done by the coordinator but we will certainly need someone local to work with the coordinator.

More information and reunion details will be provided in the next newsletter. See you all in Jacksonville.

Leo Cimino
President



From The Skipper's Office

With the inter-deployment training cycle wrapping up and Patrol Squadron Forty-Five in the final stages of preparation for their Mediterranean deployment, I look back on the past year with a sense of pride and accomplishment. The men and women of VP-45 have worked hard to get us where we are today, ready to undertake missions all over the globe.

Since returning from our last deployment, the "Pelicans" of VP-45 have set themselves apart as a truly great squadron in numerous respects. To begin with, all of the Combat Air Crews, or CACs, were qualified as combat ready within 8 months, a job that usually takes almost the entire twelve-month home cycle. Then there are the many national and international exercises in which we have participated; a Composite Training Unit Exercise with the Theodore Roosevelt Battle Group in Puerto Rico, a Silent Forces Exercise in Peru, and a Multinational Maritime Exercise, just to name a few. Not only did we take part in these large-scale exercises, but we excelled in them as well.

Every time VP-45 was called upon, whether for surface surveillance, anti-submarine warfare (ASW), or anything else, we answered the call with enthusiasm and professionalism. This excellence and dedication to duty resulted in our receiving several awards this year, most notably the



Chief of Naval Operations (CNO) Safety Award as well as the Isbell Trophy, given to the top ASW P-3 squadron in the Navy.

VP-45 has performed not only at their workplace, but also in the community during this home cycle. We have an active relationship with Cedar Hills Elementary School, with whom we have several events. These include essay contests, reading carnivals, and static displays of our workspaces and planes. We took part in a job-shadowing day with two local high schools, enabling some local teenagers to see what life as a naval aviator is like for a day. The Pelicans have also held many static displays for other groups as well, including some schools from as far away as South Carolina.

Overall, the men and women of VP-45 have done an all-around outstanding job during the past twelve months. Every challenge that was issued was answered with precision and professionalism. They have performed above and beyond all expectations, excelling in all areas. We now turn our attention to deployment, as we prepare for six months in the Mediterranean and surrounding areas. These upcoming months will challenge the Pelicans, but I have every confidence that they will continue the high level of performance I have come to expect from them.

CDR Richard T. Fite,
VP-45 XO

An update from CDR Fite indicates the deployment is going well but is very challenging with aircrews spread across the AOR from Keflavik to Cyprus including operations in Africa supporting over 200 Marines with Joint Task Force Liberia. Thank you Commander for taking the time to keep an interested group of ex-Pelicans informed. ED

NL#31 MYSTERY PHOTOGRAPH



According to Alan Lee the picture was taken during an Anti-Submarine Warfare exercise (Fall of 1961) in which Brunswick and Bermuda were in competition. The OTC for the exercise was Captain Hank Lloyd. Crew 1 had found and simulated a kill on a submarine and were rewarded with champagne. He wasn't sure about all the names but remembered Wes May.

21 April 2003

Steve,

Just received newsletter #31. Enjoyed it very much, but the highlight was page 23.

The mystery photo is crew 1 in '61 or '62. The Chief in the background is ADC Groom, the man beside him, with glasses, is AT1 Scott.

2nd from left is the 2nd mech AD2 ?Louther? Next to him, in dungarees and flight jacket, is *me*.

I have no idea what the occasion was. The PPC should be A.S. Lee. Do not know why the guy with the bucket and I are in dungarees instead of flight suits. You got my attention.

Check with Mr. Alan S. Lee. He might know. Also on the cover of the roster is an aircraft with side number 219. Why three digits?

Ralph Armington

Does anyone know the answer? ED

8 May 2003

Hi Steve,

Just received Pelican Post Newsletter #31...you did a fine job in putting it together. Congratulations on becoming Secretary of the Association...I'm glad we have someone who will continue the fine work that Chuck Caldwell did for so long.

I was very interested in the Mystery Photo on page 23. That photo was of Crew 1 when Al Lee was CO of the squadron. I do not remember the specifics of why the photo was taken, but my best guess is that it was the CO's last operational flight prior to change of command. If that is so, the photo was taken in March, 1962. I have studied the photo with a magnifying glass and the only persons I can identify are the five officers...I'm really ashamed that I cannot identify any enlisted crew members.. some of the faces are familiar, but

I just cannot put a name to the face. I believe most of this enlisted crew became John Chappell's crew 7 after change of command, so he may be able to help. Any way, the ones I can identify are (from right to left): Al Lee, Will Bates, me (holding bucket of champagne), Don Porter (ninth from right) and Bill Snell (at left of photo). Photo brought back some great memories of the tour in Bermuda and of a great flight crew. Thanks for publishing it.

Good luck. If you ever get to Pinehurst, give me a call. It would be great playing a round of golf with you.

Wes May

Alan, Ralph and Wes, Thanks for the insight. Does anyone else have inputs on the names? ED

Letters, Messages and Notes

25 April 2003

Steve,

Congratulations on a great Newsletter. It's a pleasure to see the organization is continuing with new blood and enthusiasm. I appreciated the note about the Mariner/Marlin Association reunion at Cocoa Beach, FL.

I don't know if you have seen the last remaining Mariner PBM-5A here in Tucson at the Pima Air and Space Museum. I am the Project Manager for M/MA on the restoration of the old bird. Work is going well and we are currently working on the flight deck.

I know the PBM was replaced by the P5M before you were in VP-45. Fortunately I had the opportunity to fly both airplanes.

The only remaining P5M-2 is at the Pensacola Naval Air Museum, but the M/MA has had no luck getting a restoration project started there. I will take a change in Museum Directors before we can get a program started. Unfortunately the plane is deteriorating rapidly which will make the restoration more expensive as years go by.

I have a full photo album of the restoration efforts on the PBM if you could use any pictures for future VP-45 newsletters. One notable item now restored and in the plane is an ART-13 transmitter salvaged by Joe Brown and Al Thompson, both VP-45, from a crash of a VP-34 PBM at Coco Solo Panama in 1955. They were both here in Tucson this winter to tour the plane.

Again, thanks for a great job on the newsletter.

Dan Cain

25 April 2003

Steve,

Today we received our copy of the Pelican Post, and I wanted you to know how very impressed we were with both the content and presentation. I appreciate the time and effort and talent that you are contributing to our organization. Congratulations on a superb publication. The article about the P5M model propels me to order one right now!!

Chuck Comeau

30 April 2003

Hello Steve,

Received the newsletter, it looks great. Sorry we missed the Reunion at San Diego, had a death in the family. For the record, my Email address is rkraus18@cox.net. There are not too many of 205 personnel around. I reenlisted in 1950, became an AD3. Changed my rate from AD1 to AT1, made ATC in 1961 and retired in 1967,

Thanks,

Bob Kraus

2 May 2003

Steve,

I would like to change my mailing address. Incidentally, I remember you from the 59-62 time frame. I was an airframer and also flew with LN-5's crew. I left the Navy in December 1962 for a short break, re-upped and after a

Not everything that can be counted counts; and not everything that counts can be counted.

-- Albert Einstein

bit was assigned to NAS Bermuda's HU-16/UH-34J crew. I rejoined the "Pelicans" at NAS Jacksonville again in 1969 and remained until 1972.

I noticed my address in the association roster only lists me as flight crew. Again, I was also attached to airframes. Please show both in the roster.

I hope to attend the next reunion and will introduce myself to you.

Thanks,

Mel Koonce

27 May 2003

Chuck,

So nice to hear from you again. Thanks for the combined photo of the six P5M's (WOW) and the AT Division beer party - I was not there - did not drink at the time. If you look at the fellow standing at the far right, it appears that he may be anticipating something?

I plan on attending the next VP-45 reunion - age permitting.



Included is a recent picture of my wife Barbara and me - we will celebrate our 53rd wedding anniversary at the end of this year.

Best wishes,

Ed Rowan

May 27, 2003

Mr. Mendelson:

I am responding to the request for information about the Pelican logo. The last few days have been interesting to say the least. I have not seen the Pelican VP-45 logo since I was sent back to the states in July of 1955 and then it pops up in a letter to my deceased brother. And again, two weeks later, in a letter to me from Steve Riddle of Fort Worth, Texas.

Do I remember the logo? Oh yeah... I served in VP-45 as an AO3 both on base and in the air in the Canal Zone from May 1953 to June 1955.

I see that you are located in California, Steve Riddle is in Texas and the registration form is from D. R. Johnson in Pensacola, Florida. How in the world did you fellows ever get together?

Interesting enough, when my wife and I were in Gulf Shores, Alabama four years ago we visited the Pensacola Naval Base. While there I found the only P5M-1 that I've seen since my discharge, but it was painted white when it was turned over to the Coast Guard for duty. The Marlin held the distinction of being the last flying boat to serve in front line service from 1952 to 1967.

I remember Coco Solo. Flying patrol over the Zone and the OAS having our outfit fly surveillance over Costa Rica and Nicaragua while they were at war. Oh yeah ...constant patrols while they fought it out over some silly thing that occurred!

Did I mention that I spent five hours one day and then six hours the next day at the Pensacola Museum researching their records for information on VP-45. I found 11 pages of the history of the squadron from its commission on November 1, 1942 in Norfolk, the last entry in 1998. And from that time until

now, my only knowledge is that the VP-45 squadron is, or was, in Jacksonville, Florida.

My brother, Jim Snay, served in the squadron from October 1953 to August 1955. Jim died this past February 23, 2003 from cancer. He was 70. I am 72. The only other person I know that served in VP-45 is William A. Webb, 27 Pine St., Canton, New York, 13617-0120 during the same period.

I was unaware of the Association and am pleased that I was notified. In the coming week I will forward my dues direct to D.R. Johnson to join. I have the logo up in my office along with a squadron photo (with our complete personnel) of the P5M-1 Marlin. It was taken back in 1954 on the bay side of the base. It has a special place in my home on my wall, as it reminds me of the good times of my Navy life.

Good to hear from you. I'd be happy to send you copies of the 11 pages of the VP-45 history that I located in Pensacola. Or, if I can add anything from that time, please let me know.

Jerold G. Snay (Jerry)

5 June 2003

Dear Steve:

Just a note to congratulate you on the fine job you did with the March 2003 issue of the *Pelican Post*. I found it to be 24 pages of great reading for me, and I was never in VP-45! I have a little vested interest in that I know some of your people; Hank Gorman and Al Raithel come immediately to mind.

I think you did a great job in having a nice mix of articles and interspersed with many pictures. I try to do this with the M/MA Newsletter but can't always succeed. Anyway, I just wanted you to know I really liked

this issue. Keep 'em coming!

Warm Regards,

Dave Rinehart
Newsletter Editor
Mariner/Marlin Assoc

13 June 2003

Gentlemen,

I saw the Email address in Naval Aviation News and now send my dough to you. I arrived in Bermuda on August 25, 1957 fresh from AT school. I started in the AT shop and ended up as first radioman on LN-11 (P5M-1) BUNO 130285 (I think) under LCDR Lou Dobbs (who can't be the guy on CNN could he? Maybe his son.) Names I remember are B.J. Malone, plane captain, Ronnie Marvin, Lester Becker (both from Little Rock), James D. O'Reilly from Rochester (now Laukeshau, WI), Oliver Yuen (whom I correspond with in Chicago), Bob McCrea (now deceased), Rodney Runck of Colorado, 'Red' Cullen of Bladwinstville, NY, Jack Tehan and Teddy Tossi.

We traveled extensively back and forth from NORVA with other trips and TDY deployments to San Juan (3/58), St. Thomas and GTMO (4/59), Key West (1/59). It was a great tour. Another PPC I remember was LCDR Gillen.

After leaving Bermuda on August 1959, I went to NAS GLYNCO, GA to ZP-2, a blimp squadron where I had the pleasure (with Ron Cheney) to crew the last blimp flight out of Glynco in September 1959. Flight time 18 hours nonstop to Lakehurst where the last big bag was folded up and put away in storage.

I ended up with VS-27 in NORVA for the last 6 months working in the AT shop and experiencing two deployments of 2-3 weeks each on the USS Valley

Forge CVS-45. I still remember the fear that gripped me when I saw the clean laundry for about 50 men dumped in a pile on the compartment floor of the ship. The next time I brought enough scivvies to last the entire 3 week cruise. It was a great four years.

Then I got out and ended up in law school, for heaven's sake. It's been all down hill since!

Very truly yours,

Tim Trost

17 June 2003

Dear Sir (Harry Mendelson):

I received a letter from your organization the other day. I almost threw it out because it did not pertain to anything I was familiar with. On closer inspection of your patch my memory from early childhood was dusted off and put to work. I do remember this patch. I think it is a squadron or shipmates patch or something of that sort. I remember it was on a jacket my father used to wear. I was only about 5 or 6 at the time so my memory is somewhat foggy.

My dad's name is Dale Edward Shafner Sr. I am Dale Jr.. My dad did serve in the navy for a few years around 1950 or so. He would be 71 this year if he were still with us. Dad passed away on Christmas eve 1977 as a result of a traffic accident.

I don't know much about his Navy career. He never talked about it much. My grandmother is still alive (92 years), and she still has the letters dad had written to her while he was in the service. I think I'll read through those letters; now that you have my curiosity stirred.

After his time in the navy dad worked as an electrician apprentice for a GM plant here in Dayton, Ohio until laid off of work. He then took

a job working for the FAA as an electrician technician for aircraft guidance and control systems. If you are interested you can contact me at:

dale.shafner@delphi.com

Dale Shafner

19 June 2003

Steve

The Email address should be: kiowaevans@starband.net. We're on a ranch here in Kiowa, Colorado. We breed registered Texas Longhorn Cattle. These are some of the girls



on our place.

Looks like we missed crossing tracks with you and Nicki. We left Bermuda in 1958. As an AT, I wonder what boat you were assigned. I started out as an AT crewman/radioman on Grumman Avengers. In VP-45, Lon Gailey was my crew chief.

I surely don't know how the Email address got hammered, but with the size of the roster it's no surprise. I'd appreciate if you could get it corrected. You guys do a great job in getting these publications out.

Thanks! T.Greg Evans
(Pilot '55-'58)

23 June 2003

Dear Squadron Mates

Last evening I ran into our former skipper, Bill Denholm, at the local junior college here in Monterey. He is trim, fit and remembers many of us junior officers by name. He was on his way to an astronomy lecture at the college. Astronomy is one of his hobbies.

He told me his wife, Edan, died recently and he moved back to a retirement facility in Monterey from another

one near San Francisco. I believe we all knew his wife as Edna in Panama.

A bit of nostalgia news--thought you might be interested.

Regards, Dick Miller

Dick,

Thanks for the update. I'll pass it along to the new Association Secretary.

Bill sent some great pictures of Coco Solo to the Association. I copied, enlarged and framed them and they are displayed at the reunions. One is of Coco Solo in the 1920s.

Fair skies . . . Chuck

29 June 2003

Hi Gordon

After about 50 years, its good to see that your still with us. I guess its that great North country air that keeps Trampe so "owley".

I am pinched for time right now, but wanted to tell you I am forwarding your name and e-mail address to Steve Riddle the VP-45 Association Secretary to make contact with you and get you on board.

He will ask you for a modest sum of \$20.00 for your membership. This pays for stamps, paper and phone calls he needs to keep to allow the association to continue to function. We have close to 500 members and are trying to keep ahead of the Grim Reaper to allow the association to expand.

Anyway, you will be getting a bunch of correspondence and tons of old pictures on the net.

Glad we found you.

Harry M.

1 August 2003

Steve,

In response to your inquiry regarding the years I was in VP-45, it was from June 1954 to 17 August 1956.



*COCO SOLO PANAMA CANAL ZONE
provided by Harry Szankovics '52-'54*

Regarding photographs and memorabilia, so far I have not been able to locate my VP-45 yearbook and my photographs. I know I have them somewhere and will continue to search. When I am successful I will contact you.

It was a great tour and I have many fond memories of my time in the Panama Canal Zone with VP-45, the men I served with, our anti submarine operations in Panama and with the fleet in Puerto Rico, training midshipman in Corpus Christi, Texas and our many trips to Jacksonville, Florida.

I am very grateful to those who "found me" and introduced me to "Pa-

tron Four Five Association", the many Emails I have received and all the fond memories that have returned from a time when I was a young man in my early 20's.

John Gallo

1 August 2003

Steve,

I was not on an aircrew. I got my flight time each month for my flight pay. I flew about once a week and sometimes every day. I love to cook so I did a lot of cooking while on patrol. I was on deployment to Southeast Asia where we flew out of the Philippine

Islands, U-tapao, Thailand and Cam Ranh Bay, Vietnam. We also deployed to Rota, Spain and to Sigonella, Sicily. I completed my four years in Sicily and was an AM2 when I was discharged. I kick myself everyday for not staying in! Oh well.

Grant Krakowski

Hi Steve,

I was in VP-45 from 11/56 to 11/58. At that time I was an AO1 and was in charge of the Ordinance Shop. I was not a full time crew member. I enjoyed my time in the squadron and made Chief after leaving.

I enlisted in the Navy on December 17, 1941 and was assigned to my first ship, the USS Washington, on January 13, 1942. In April 1943 I was assigned to the V Division - the best thing I ever did.

After several sea and shore duty assignments I retired on December 18, 1961. I enjoyed my tour in the Navy and also my visit to the San Diego reunion last year.

Squadron Mate,
Dick Hinzpeter

Dear Steve,

I lost my memorabilia from my Navy days as a result of a fire at home shortly after my discharge. I am greatly interested in obtaining any pictures of the men, planes or base if available. I will keep in touch. Thank you for your effort in locating the members of VP-45. Enclosed are my dues for membership.

Pete "Pat" Paterson
Aircrew (AT) '54-'56

Note from Harry Szankovics:

As an Aircrew member, I was always amazed at the slow air-speed of our PBM. This came into context while flying up the coast of Florida heading for Jacksonville from Coco Solo. Being off duty and laying in a bunk, just looking at the coast line of Florida, I noticed a freight train heading north, the engine parallel with the plane. Must have dozed off, awakening to find that the caboose was now parallel with the plane. This struck me as funny, being outrun by a freight train. The skipper blamed it on the head wind. Was he right or were PBM's very slow?

Harry Szankovics
Aircrew (AT/AL) '52-'54

VP-45 Operations in Costa Rica Under the OAS (1955)

- Jose "Pepe" Figueres Ferrer (1906-90), a moderate socialist, was elected president of Costa Rica in 1953. Dictatorial President Anastacio Somoza (1896-1956) of Nicaragua claimed that members of the Caribbean Legion, a group of political exiles from Caribbean nations, participated in a plot to assassinate him with Figueres's help (the Legion had backed Figueres in his election). Somoza apparently made plans to retaliate, and supported Rafael Calderon Guardia (1900-70), a disgruntled former president of Costa Rica. On January 11, 1955, Calderon led a group of rebels south from Nicaragua and seized the northern Costa Rican border town of Villa Quesada on the Pan American Highway.

About this time, the Army Air Defense unit on the Caribbean side of the Canal detected an unidentified aircraft about 50 miles north of the Canal. VP-45 was tasked to intercept, which we did. Our target was a Venezuelan Air Force C-47, headed to Costa

At about the same time, President Figueres appealed to the Organization of American States to investigate. The Department of Defense volunteered VP-45 to support the OAS Investigative Commission, to report to the US Ambassadors in San Jose, Costa Rica, and Managua, Nicaragua. A radio network was established for reporting, and VP-45 sent LCDR. Bob Bookhamer to the Embassy in San Jose for liaison.

We immediately commenced air patrols over northern central Costa Rica along the Pan American Highway, reporting everything we saw. The OAS had flown in a ground observer team to take station at the border crossing to make sure that nothing would get across unreported. As soon as these actions were publicly report-

ed, Nicaragua stopped supporting the rebels, who were mainly Costa Ricans.

In 1954, the United States had sold/given four P-47s formerly assigned to the Puerto Rican Air National Guard (you could still see where the PR ANG had been painted on their fuselages) to the Guatemalan Air Force to be used against the communist rebels of Jacobo Arbenz (VP-45 also got into that as part of the maritime reconnaissance unit of Operation HARDROCK BAKER). One of these P-47s, an Nicaraguan Air Force AT-6, and a C-47, flew for the rebels. The C-47 was shot down during an attack on a Costa Rican Government held ranch house. A VP-45 crew was pretty close when they were shot down. The remaining aircraft disappeared, presumably returning to Nicaragua. Some heavy fighting occurred at several locations, but the loyal ranchers were too strong for the rebels and they fled back to Nicaragua. VP-45 closed down the operation, and a couple of days later, we were off to San Juan and Operation Spring Board.

I still have a photo of the Venezuelan C-47 that we intercepted and several of some fighting along the Pan American Highway. I'll try to get a scan and send them to you.

Al Raithe

Al,

As I recall, Nicaragua had the P-47 and Costa Rica had the F-51s. I remember seeing the F-51s take off from San Jose and beat us to the "zone". I also recall seeing, at about dusk, rifles stacked on each side of the border and both sides bellying up to the bar in a cantina after a hard day's "work". Maybe my memory is too old, but that's what I recall.

Chuck

FARRELL LINES

INCORPORATED

ONE WHITEHALL ST., NEW YORK, N.Y. 10004
TELEPHONE: (212) 440-4200
CABLE ADDRESS: FARSHIP



August 16, 1999

P. J. Imhof
3204 East Moreno Street
Pensacola, FL 32503-6529

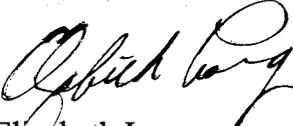
Dear Mr. Imhof:

Enclosed is a three page extract from the Winter 1961 edition of FARRELL LINES NEWS describing AFRICAN PILOT's rescue operation of three U. S. Navy personnel on September 23-24, 1961.

I must assume you are the "lad" PATRICK J. IMHOF, AMS2, described in the article. It is an extraordinary story of survival! After nearly thirty-eight years, we send you the best wishes of Farrell Lines.

AFRICAN PILOT was sold to the U. S. Government-Maritime Administration on December 21, 1962 and delivered to the James River (Norfolk, VA) Reserve Fleet Site on January 21, 1963.

Very truly yours,


Elizabeth Lang
Corporate Secretary

Enclosure

RESCUE AT SEA



The first man to be recovered, Jack M. Dockery, AT1, USN, is being carried to the ship's hospital by Edward Mortley, AB, Angelo Palermo, Wiper, Walter Arnold, Deck Maintenance, James House, AB, and Mr. Charles Stowell, First Assistant Engineer. The Chief Cook, D. C. Clark, in the white coat and hat, is looking on.

Hurricane Esther's grey clouds covered the September 21 departure from New York of the S.S. AFRICAN PILOT on voyage #57 out, destination: Monrovia.

Saturday morning, the 23rd, the PILOT was about 120 miles off the coast of Bermuda and still in stormy waters when it received a startling message: "We have aircraft in trouble in that vicinity..."

At the urgent request of the Coast Guard, the PILOT's Captain, Arthur M. Knight, diverted and proceeded to the scene of the crash to assist in the rescue operation. The heavy seas complicated the task, and the Captain and several crew members acted at great danger and risk to themselves. They finally succeeded in taking the only 3 members of the 10 man crew to survive aboard ship.

The entire story is described clearly and dramatically in Captain Knight's

report which follows.

Re: RESCUE OPERATION 23 SEPTEMBER 1961

Dear Mr. Lee:

In order that you will have a clear picture of the subject rescue operation, I will endeavor to relate all the details in the following report. In order to avoid confusion, all times given will be Eastern Daylight Time which is also Bermuda Local Time.

As you know, I delayed our sailing from New York until 1500 on Thursday 21 September because of the hurricane that was passing the New York area. After leaving the 33rd Street Pier, Brooklyn, shortly after 1500, we proceeded to "Ambrose" to adjust the magnetic compasses and after which I took departure for Monrovia. Due to the reported sea conditions, offshore, I chose to run southeast around the bottom of the re-

ported gales from hurricane "Esther" and therefore ease the ship and make better speed in a direction away from the disturbance. As the sea moderated I kept hauling more to the eastward toward Monrovia.

At 1520 on Friday, 22 September, I held a Fire and Boat Drill, but due to heavy seas the boats were not swung out. The motors were operated and all emergency equipment was found in good condition.

At 0135 on Saturday, 23 September, the Radio Officer, Mr. Francis M. Carey, was called by the Third Officer, Mr. E.E. Jouett, to send the regular 0600Z Observer message. Mr. Carey contacted radio station N O C, located at Bermuda, and transmitted the weather observer message and the U.S.C.G. AMVER message number 2. Upon receipt of these two messages, at 0144, the Bermuda Coast Guard Detachment called the African Pilot and said, "we have an aircraft in trouble in that vicinity and thought to be down" ...0155 Bermuda Coast Guard said, "We have plane looking for distressed plane; they sighted some flares." At 0202 the following message was received; "MASTER AFRICAN PILOT WPEQ REQUEST YOU PROCEED TO POSITION 35-00 NORTH AND 65-10 WEST STOP NAVY AIRCRAFT HAS DITCHED WITH PERSONNEL IN THE WATER STOP COMMANDING OFFICER USCG AIR DETACHMENT BERMUDA". By the time that this message was received the Third Officer had called me, and I was on the bridge awaiting any further information.

At 0219 I sent the following message to the commanding Officer USCG Air Detachment Bermuda: "ALTERED COURSE TO 085 TRUE EXPECT TO BE IN AREA OF 35 POINT

RESCUE AT SEA (Continued)

ZERO ZERO NORTH AND 65 POINT 10 WEST AT 0600 STOP WILL MAINTAIN CONSTANT RADIO WATCH". The Coast Guard then advised us that they had two aircraft at the scene of the crash.

After sending the 0219 message I sent for the Chief Officer, Mr. T. F. Sterling, and outlined our approach to any possible rescue. The Chief Engineer was also informed of the plane crash and the fact that we were on our way to the area. During the next three hours the Chief Officer, Boatswain, Deck Men, the 4-8 watch and the 12-4 watch made extensive preparations on deck for any rescue activity. The lifeboat covers were removed and the lifeboats made ready for launching. The First Assistant Engineer, Mr. Stowell, and the Third Assistant Engineer, Mr. Hanlon, checked the lifeboat motors and kept same warmed-up for any possible use. Additional lookouts were posted on the bow and flying bridge, and the 18" searchlight was uncovered and tested. Cluster lights lined the side of the hull and were ready for immediate use. The Chief Officer and his rescue squad lined the outside of the ship in way of number three hatch with all available manila cargo nets. These nets ran from the rail to the water's edge. The pilot ladders and the Jacob's ladders were rigged outside the cargo nets. A total of 8 "safety belts" were laid out, each with a 60 foot length of 2 inch manila line attached. Heaving lines and life rings with painters were also on hand. The ship's hospital was checked for proper equipment, towels, blankets and an extra supply of bedding. A supply of bath towels were heated and ready for immediate use. Two pistols were laid out to shoot at sharks if found necessary, and the engine room was kept on standby. The radio telephone was placed in service and the 2182 Kc frequency was guarded.

At 0620 I sent the following message to COMMANDING OFFICER USCG AIR DETACHMENT BERMUDA, "MY DR POSITION IS 35 NORTH 65 POINT 10 WEST STOP NO SIGHT OF WRECKAGE OR SEARCH PLANES ADVISE." Between 0620 and 0630 I made radio phone contact with USCG aircraft #1272 on 2182Kc, and the pilot of the plane advised that he hadn't seen any survivors or wreckage, but that there were two

Captain Arthur M. Knight



empty life rafts about two miles away on our starboard bow and requested that we recover or sink said rafts so that there would be no unnecessary confusion during search operations. At about 0710, proceeding to the area where USCG plane reported empty rubber life rafts, three survivors were spotted in the water about 700 yards away. The wind at this time had freshened to about force 6; the sea was running about 20 to 30 feet in height and it started to rain very heavily. The engine was turning 40 rpm and I maneuvered the ship to leeward of the survivors and approached them within 40 feet. The three survivors had held on to each other since they came to the surface over 13 hours before our sighting them. When the ship was close to the survivors, heaving lines were stretched to them and they were hauled to the starboard side, in the way of number 3 hatch. When the three survivors

reached the cargo nets, the ship was very slowly maneuvered to make some sort of a lee so that the men could be recovered from the water. Before the lines could be secured to the survivors, one of them lost hold alongside the ship and rapidly drifted away.

Due to the wind and heavy rain and the fear of losing sight of this man, I called the Coast Guard search plane overhead and asked them to drop a dye marker and flare close to this lone man in the water. The Coast Guard plane complied, and the survivor managed to keep close to the dye marker. At this time the immediate problem was to recover the two men alongside the ship. Clyde Clark, Boatswain, and Juan Landron, Deck Maintenance, without hesitation, put on safety belts and scrambled down the outside of the ship, with lines, and prepared the two survivors for hoisting aboard. Both Clark and Landron were working in the water. Mr. John Nathan, Second Officer, wearing a safety belt, went down the outside of the ship to assist, but he was not in the water. The entire crew, with the exception of the watch in the engine room, were on deck assisting to the best of their abilities. The first survivor landed on deck was Jack M. Dockery, AT1 U.S.N., the second man brought aboard was LTJG P. D. Hofstedt, USN, copilot of the ditched plane. Immediately upon landing on the deck, the survivors were taken to the ship's hospital, undressed and dried with warm towels, and wrapped in blankets and put to bed.

Now the next order of business was to recover the third man in the sea. I tried to maneuver the ship in such a position that I could pick up the third survivor in the same manner as the first two and thus eliminate the necessity of launching a lifeboat under very unsatisfactory sea conditions, but this was impossible due to the wind and sea condi-

RESCUE AT SEA (Continued)

tion. The Coast Guard plane, overhead, called me on the radiophone and said: "That man in the water is being attacked by sharks." At his time I could hear the man in the water screaming: "Sharks! Sharks! Please help me, get me out of the water!" I then backed and filled and made the best "lee" that I could under the conditions, and ordered lifeboat number two launched at about 0825. This boat was under the command of T.F. Sterling, Chief Officer. The lifeboat was launched without incident and picked up PATRICK J. IMHOF,



The lifeboat as it returned alongside the ship on the "lee" side with the third and last survivor of the Naval plane crash, Patrick J. Imhof, AMS2, USN. Imhof was attacked by sharks during the rescue operations and was bitten about three times on his back.

AMS2, the third survivor, about 5 minutes later. During the time that the lifeboat was away, I worked to get in position to recover the lifeboat as quickly and as safely as possible. When the lifeboat returned alongside the ship, heavy bow and stern lines were made fast in order to steady the boat during hoisting. Lifelines and man ropes were employed and, at an opportune moment, the falls were hooked up and the boat recovered without incident at about 0905.

After the three rescued men were

taken care of, the Coast Guard plane asked to talk directly with anyone of the survivors in order to obtain information to be used in search planning. AT1 Jack M. Dockery was able to talk to the Coast Guard plane and he told them that the plane crashed about 1810 on Friday evening, after loosing number 2 engine and the AC power on the number 2 bus. Dockery also said that they attempted to drop the bomb bay tank, but the power loss prevented this drop. The bomb bay doors would not close and the plane was only 300 feet above the surface. The plane crew were in the process of closing the bomb bay by hand when the plane hit the water. According to the survivors, the plane broke up on impact. As far as he, Dockery, knew, he and Lt. Hofstedt and Imhof were the only men to get out of the plane. Dockery said that the plane didn't stop when it hit the water but kept on going down. All three survivors said that they were about 40 feet down under the surface when they managed to get out of the wreck. Seven others apparently went to the bottom with the plane.

The third man to be rescued was Patrick J. Imhof. He was the one who broke loose from the ship and was being attacked by sharks while we were recovering the first two men. The shark bites received by Imhof were minor, but it made me shudder every time I looked at the slashes in his back and left arm.

The Chief Officer patched up all wounds, shark bites, etc., and gave the survivors some hot tea and advised them to sleep for a few hours. In the meantime, search operations were continuing for any other survivors. About the time that the third man was rescued, a submarine, the USS CORPORAL appeared on the scene. A Coast Guard Cutter reported that he would be at the scene about 1150 and a Canadian warship, COLUMBIA, was also enroute to

the area to assist in the search. At 1031 the AFRICAN PILOT was released by USCG search plane #1272 and I was requested to land the survivors at Bermuda.

Upon release by USCG Aircraft #1272, this unit steamed for Bermuda which was some 180 miles to the south.

At noon all the survivors ate a hearty meal and all claimed to feel much better. During the afternoon all three rescued men were showered and cleaned up and each issued a set of clothing from the slop chest. This included shoes, socks, underwear, khaki pants, khaki shirts, handkerchiefs and web belts.

We arrived at Bermuda Saturday evening at 2230 and picked up the pilot who anchored the ship outside of the entrance channel as there is no night navigation in the channel. The agent, having been advised by Mr. James Farrell, boarded the ship with a Customs Officer and a U.S. Navy Flight Surgeon who examined the survivors and found them fit to leave the ship via the accommodation ladder to the launch. The Customs Officer entered and cleared the ship and we departed for Monrovia at 0030 Sunday, 24 September.

Upon leaving the vessel, all three survivors praised the rescue work by the ship's company and praised the food, and all were profoundly thankful. One of the lads said that he would always ship via Farrell Lines.

During the search and rescue operation, the entire ship's company were on hand to assist in any way possible. There were times when we had as many as 30 lookouts posted --75% self-appointed. The performance of the Officers and crew was highly commendable and a credit to the ship and to the company.

Amazing story of the rescue of three sailors. One of those rescued is a member of our association. ED

FLOWERS DROPPED IN OCEAN WHERE NAVAL FLYERS LOST LIVES

(Hamilton Bermuda Royal Gazette - September 1961)

Large baskets of white flowers were dropped into the sea yesterday over the spot 178 miles north of Bermuda where seven men of Patrol Squadron 45 at the United States Naval Station lost their lives last Friday when their P5M-2 patrol plane was forced to make a crash landing.

Before the flowers were dropped into the sea they had been on the altar in the Chapel of Peace at the Naval Station, where, in the morning, two moving and very well attended memorial services were held for the seven men.

LCDR Albert J. Tait - Pilot

LTJG Robert F. Carroll - Navigator

Charles R. Dunaway ADR2 - Plane Captain

Erwin D. Thompson AE3- Electrician

LTJG Cameron P. Cooper - TACCO

David W. Wood AT2- 2nd Technician

Charles Turner AO3- Ordnanceman



Seven of the most wonderful shipmates anyone has ever had have been called by God Almighty to join Him in His Paradise of Heaven. Their departure has brought us great sorrow because we leaned on them and needed their help. These men were not defeated by long hours of boredom and routine. They were challenged by it. They provided protection to the many and security to the United States by flying through days and nights of hazardous skies and observing silent, unfriendly waters. The mission to which they gave their lives is not yet ended, the threat to peace and freedom is ever present. It is now for us, their shipmates, to dedicate ourselves to continue this arduous task of protecting the United States and all her people. The loved ones who have been left to mourn, now have the most difficult task of all: learning to adjust to life without the love and comfort of these, our honored dead. We extend to all of them our heartfelt sympathy, our love and understanding, and our unstinting help.



Address by Alan S. Lee, Commanding Officer

The three men picked up by the merchant ship were the only survivors of the ten man LN3 crew. Association members that were in Bermuda at the time of the accident were all deeply affected by the tragic loss of their shipmates and friends.

Patrick (PJ) Imhof lives in Pensacola, FL with his wife Eileen. He is an active member of the Patron Four Five Association and works part time at the Naval Air Museum. He stays in contact with Pete Hofstedt who lives in New York. Jack Dockery was killed in a car accident a few years ago. ED



PJ and Eileen Imhof at the 2000 Reunion

Coco Solo Email Chatter

9 March 2003

Hi Mates,

In the March 2003 issue of Good Housekeeping, starting on page 161, a young woman by the name of Emma Sweeney recalls the story of her father, Navy pilot CDR Jack Sweeney, whose airplane (a Martin Marlin P5M) was lost on November 9, 1956 on a patrol flight out of Bermuda. It is a good story. Some of us were there. I remember the incident very well. Our plane was coming in as they were going out. I have written about our experience in trying to find that lost airplane and want to send it in to Good Housekeeping and Emma Sweeney. One thing I cannot recall was the VP number of the other (Jack's) squadron on Bermuda with us. I think I know but I am not sure since in Panama we also had another squadron there with us. Also, if any of you that were there remember the incident and what was happening to our boat (the incident we had - my boat barely made it back to Bermuda) while we were searching, please share it with me and I will include it and your names as coauthors in what I am writing.

Thanks,

Gene Martinez

20 March 2003

Hi Gene,

I seem to recall a P5M going down in a storm around that time because our plane went out on a search and rescue mission for it. It was a VP-49 plane which was the other squadron stationed in Bermuda with VP-45. We went out in the middle of that storm after we received the SOS that it was going down. I'll never forget that day because it was the worst flying conditions that I ever encountered. We were flying at a very low altitude because visibility was horrible. We wore spe-

cial submersion suits in case we went down during the mission. LCDR Eaton was our pilot and we knew he was one of the best pilots but looking down at the raging ocean below was one of the scariest flights I ever took. I was very sad and depressed because I knew that the downed crew didn't stand a chance in that ocean even if they survived the crash. We were on 3 boat and I believe if it wasn't for LCDR Eaton's flying skill we never would have made it back. We searched for a long time and most of the crew got airsick. To this day I wish we could have found them but in my heart it would have been a miracle.

Your pelican buddy,

Paul Loria

Howdy all,

I was able to spend an afternoon with Art McFerron. After 50+/- years, not much has changed. He is still a handsome dog and pretty fit.

I took the senior special from San Francisco to Orange county, I might add, \$30.00 each way, plus tax and some other fee's, but a good deal no

matter how you shake it.

Art seems to be in fine fettle, of course considering the wear and tare that the time puts on you.

It was a good day and I heartily recommend meeting with Art if you can, no doubt, he one very fine fellow.

I expect he will make the reunion in Florida, (Lord Willing!)

Harry

Hey Guys

Here is a photo of Charlie Baron in front of the barracks at Coco Solo approximately 1953. Maybe we can



get Charlie to give us an update and a newer photograph.

Welcome to the group of "gray pelicans"!! Glad to hear from you.

Later Buc

Guys,

A couple of photos from Panama to refresh the memories, or at least get the juices flowing! Al Wilder @ Gatun locks 1953. Dane Barkell and Loren Musgrave as "plane boarders". Last is Dennis Trampe, Pat Woodworth and Dane Barkell on a "gator" hunt in Panama. Taken in 1953, I think.

Later,

Buc



Hey Harry,

Here is a photo of the EE-11 crew that Hersel Spoor sent me. The only three guys I could name were (starting rt. side) Sands (Bruce I think), Jim Dial, and Hersel Spoor. I don't remember the rest. *Maybe some one can recall their names!* Later, Buc



EE11 Crew (1955)

21 May 2003

Harry,

I can help with some names to write to. Send me a list to work on and application.

I came to VP-45 from AT school in Jan 53 and stayed there until discharge in Nov 55. Was in the shop for the first few months then assigned to EE-8. At first was a PBM then got the new P5M. Lived in Coco Solito and my son was born at the Naval Hospital.

I was in Insurance before my enlistment and back in Insurance when I got out of the Navy and retired in

1990. I'm 73 now and my wife and I are raising a 15 year old Grandson. Doing Genealogy as a hobby and on a fee basis for others. Pays the expenses of my own personal research.

Hope to make the 2004 reunion. Made a visit to the museum in Pensacola a few years ago and loved it.

Loren Musgrave

There is always something to be thankful for. If you can't pay your bills, you can be thankful you're not one of your creditors.

20 June 2003

Hello Guys,

I always bought Iguana on a stick from the street vendors, and it had some sort of secret sauce on it. Back then when I was 28 years old I could eat anything without ill effects. Now I need to be a little more selective in my eating habits. I am lucky and can still eat most things, but I eat less of it. I remember that Iguana tastes like chicken and it was good. Back then as one of you said we were bullet proof and had no sense of anything being able to hurt us in any way. That must be part of being young.



Coco Solo Volleyball Team

(provided by Ed Rowan)

Top, L to R, *Jim Snay, Dick VanPelt, (unk) White, Ed Rowan, (unk) Hamlen*
 Bottom, L to R, *Chuck Caldwell, Will Moore, Gunnar Moore, Dale Shafner, Jack Barry*

Another one of my tasty treats from Coco Solo was a ham sandwich on a french roll with hot sauce sold by a guy, I think, from Spain. He had a street side restaurant that was open all night. So to have one of those sandwiches about 2 or 3 AM was a real treat. I have no idea why I can remember that and can't remember other things...Oh well, old age I guess.

Bill Tapp

Hey Guys,

I loved Iguana heroes when I was in Colon, Panama. It tasted like ham, not chicken. You must have bought it from some Panamanian who disliked Americans.

Paul Loria

Hi Guys,

As many times as I had "meat on the stick," is about as many times as I asked what kind of meat I was eating. I was always afraid to listen to the answer. I was very clear to me that it was not Beef, Pork, Alligator or Iguana. I do remember one lady that used to sell that stuff from a little stand on the way to Panama City. If I remember correctly, she said it was "Cabra del Bebe." So, I can say for certain it was not Beef (Carne de Vaca), Alligator (Lagarto), Pork (Cerdo/Puerco) or Iguana (Iguana). But I always thought the "Cabra del Bebe" was rather good.

Harry M.

Bill, Harry and All,
 I do not remember having food on

a stick while in Panama, but I translate, "Cabra del Bebe" to mean young goat or kid. Goat or kid was a delicacy while growing up in New Mexico and in Juarez, Mexico when I was in college at New Mexico State in Las Cruces.

A relative of mine in Las Vegas, NM had a goat farm and he used to save a young kid for me every spring when I was a young man. It was a real treat for all of us. Of Course my children wouldn't eat the goat because from the time we got it to the time we butchered it, it had become their pet. But, it is the most delicious meat I have ever had. I have tried to find some here in the Phoenix area, but no such luck.

Harry, count your blessings, you had a delicious snack!

Gene M.

News from the Pelican Perch of Pensacola.....

A reunion of sorts by a few of the early '60's members was held Wednesday 11 June 2003 and Thursday 12 June 2003. Wendell "Tim" Timmons, world famous Gordon "Pup" Feest and Patrick "PJ" Imhof along with their most gracious wives' met at the Pelican Perch, a newly formed and named meeting place for wandering Pelicans.

The Pelican Perch is managed by Eileen Imhof, under her husband's counseling and guidance. This not yet famous establishment is not too far from the National Naval Air Museum, but closer yet to Trader Jon's.

During the day Wednesday, the Feest couple, Laurie and her Pup, were treated to a tour of the Museum, a short tour of NAS Pensacola and a Trader Jon's visit.

Before dinner was started at the perch. "Tim" Timmons, reported in with his wife Colleen and was invited to join in the meal. The Timmons had traveled approximately 400 miles one way to be with their kind and were well received. However, they had already eaten and declined the free meal (This author thinks that these wanderers have thousands of MRE packets in their RV and are afraid to accept a free meal).

To my surprise, mostly coffee and water were chosen to drink during the short evening. Is Age a factor in this?

Pup shared his great collection of photographs that were taken in Bermuda, GTMO and places that he doesn't even know! Probably bought that last bunch of slides at a flea market!!!

The pictures of the planes were great to look at as we remembered good times and bad.

The pictures of the guys brought questions to mind like, "I remember him, was he an AT or an AE--What was his name?"

On Thursday the group selected Gus's Shuck Shack for the evening meal since everyone wanted seafood. It was a great evening, in the company of good friends, seated on a deck overlooking beautiful Escambia Bay, a cool evening and good food and drink. What else could one want? Maybe one could wish for the train to come by (It is a tradition at Gus's Shuck Shack that when the train comes by beer goes on sell for \$.25).

This was to be our evening. Magically, it happened--the short train rumbled by on the tracks below. Two short blasts of the horn made everyone on the deck very happy. Hands were in the air waving for the discount beer!

We had a party of ten, but there were twenty hands in the air! For the first time in my life, I witnessed mixed drink drinkers and even "tea-totalers" coming to the beer drinkers aide by raising their hands for the discount beer.

Other attendees of the reunion were Russell Timmons and wife Jewel (Older brother and sister-in-law of Tim) and Russell Therriault and his wife Shirley (friends of PJ and Eileen).

An effort was made to invite John Chappell and his wife Billie but they could not be reached. Mort Eckhouse and wife Eloise were called but Mort was on a mission with the Shriners. Where does he get his energy?

Even though the reunion was short, a good time was had by all and it is hoped that there will be more to come.

We Welcome Pelicans!

Eileen and PJ Imhof
Pelican Perch Proprietors
Pensacola, Florida

Thank you PJ and Eileen. I hope Nic-ki and I can stop by the Pelican Perch someday soon. Pup, we would like to see your photographs. ED

I like the Navy.

I like standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe - the ship beneath me feeling like a living thing as her engines drive her through the sea.

I like the sounds of the Navy - the piercing trill of the boatswains pipe, the syncopated clangor of the ship's bell on the quarterdeck, the harsh squawk of the IMC and the strong language and laughter of sailors at work.

I like the vessels of the Navy - nervous darting destroyers, plodding fleet auxiliaries, sleek submarines and steady solid carriers. I like the proud sonorous names of Navy capital ships: Midway, Lexington, Saratoga, Coral Sea - memorials of great battles won. I like the lean angular names of Navy 'tin-cans': Barney, Dahlgren, Mullinix, McCloy, John Paul Jones-mementos of heroes who went before us.

I like the tempo of a Navy band blaring through the topside speakers as we pull away from the oiler after refueling at sea. I like liberty call and the spicy scent of a foreign port. I even like all hands working parties as my ship fills herself with the multitude of supplies both mundane and exotic which she needs to cut her ties to the land and carry out her mission anywhere on the globe where there is water to float her.

I like sailors, men from all parts of the land, farms of the Midwest, small towns of New England, from the cities, the mountains and the prairies, from all walks of life. I trust and depend on them as they trust and depend on me - for professional competence, for comradeship, for courage. In a word, they are "shipmates."

I like the surge of adventure in my heart when the word is passed "Now station the special sea and anchor detail

- all hands to quarters for leaving port”, and I like the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pierside. The work is hard and dangerous, the going rough at times, the parting from loved ones painful, but the companionship of robust Navy laughter, the ‘all for one and one for all’ philosophy of the sea is ever present.

I like the serenity of the sea after a day of hard ship’s work, as flying fish flit across the wave tops and sunset gives way to night. I like the feel of the Navy in darkness - the masthead lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and join with the mirror of stars overhead. And I like drifting off to sleep lulled by the myriad noises large and small that tell me that my ship is alive and well, and that my shipmates on watch will keep me safe.

I like quiet midwatches with the aroma of strong coffee - the lifeblood of the Navy - permeating everywhere. And I like hectic watches when the exacting minuet of haze-gray shapes racing at flank speed keeps all hands on a razor edge of alertness. I like the sudden electricity of “General quarters, general quarters, all hands man your battle stations”, followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transforms herself in a few brief seconds from a peaceful workplace to a weapon of war--ready for anything. And I like the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize.

I like the traditions of the Navy and the men and women who made them. I like the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones. A sailor can find much in the Navy: comrades-in-arms, pride in self and country, mastery of the seaman’s trade. An adolescent can find adulthood.

In years to come, when sailors are home from the sea, they will still remember with fondness and respect the ocean in all its moods - the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. And then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and chief’s quarters and messdecks. Gone ashore for good they will grow wistful about their Navy days, when the seas belonged to them and a new port of call was ever over the horizon.

Remembering this, they will stand taller and say, “I WAS A SAILOR ONCE. I WAS PART OF THE NAVY & THE NAVY WILL ALWAYS BE PART OF ME.”

Reflections of a Blackshoe by Vadm Harold Koenig, USN (Ret).....Imagination is like a memory that never happened!

Life in Bermuda - When I was preparing to go to Bermuda, Sam was a 3rd Class Petty Officer. Therefore, the Navy didn’t assist in my transportation or shipping of household goods. I was 7 months pregnant and afraid to fly (still not my favorite thing to do). The only other way to get to Bermuda was by ship, which was my choice. I had never been on a ship but figured it had to be better than flying.

As I was booking my trip the travel agent told me she had just booked a flight for a lady from our area to go to Bermuda to meet her husband. I found out later that she was to be my next door neighbor. Even more of a coinci-



dence was that we had worked at the same dairy as teens.

I left for Bermuda on the Ocean Monarch with 5 suitcases, a footlocker and a sea bag for a five day cruise. Included were all my household items, i.e. linens, baby clothes, plastic dishes, pots and pans. Very few clothes! Here I was on a luxury cruise, very much pregnant and all alone.

When I arrived in Bermuda I saw my husband Sam from the ship. He had ridden a motorcycle to pick me up. This was going to be fun! What I didn’t realize was that he had Tom Green (Yeoman) with him to ride the bike back while he and I took a cab.

My most unforgettable character when I arrived was a tall, dark, handsome Bermudian that asked “I say do you need a cab?” in a very British accent. I had just arrived from Philadelphia where we didn’t hear accents like that.

Joe and Sharon Martonyak were our sponsors. The first night Sharon started to fix dinner and I offered to help. She said “No, you have had a very long trip, rest.” About 10 minutes later Joe asked if I could help. Sharon was sick. I cooked all the evening meals after that. Sharon found that she was pregnant and instead of morning sickness she had evening sickness. Sadly, Joe has passed away after many years of a debilitating disease. Sharon has been here in Florida to visit and we remain in close contact.

Sharon and I would walk the area trying to find an apartment for Sam and I. We finally found one on the bicycle path adjacent to the Somerset Cricket Club. It was a duplex beneath the owners home. It was a beauty!! The plastic curtains in the bedroom were torn at different levels. The small dresser had hair! The former tenants had put a blanket on the top and used it as an ironing board. The varnish melted and pulled the fuzz off the blanket. They had even left us a treat of a piece of ham in a frying pan on the stove. YUCK! The kitchen table had been pushed through the wall until the bare studs were showing. *BUT*, it was affordable and the landlord said he would get us new curtains and a new mattress. Home Sweet Home!! Sam did a lot of painting and fixing. It actually turned out to be a very nice apartment.

Our second set of neighbors were Larry and Lois Hamilton from Fasron. Our children were born 6 months apart, went to elementary school together in San Diego and graduated together from Lemoore, CA junior high.

We were sponsoring Ken and Karen Whiting and 'lo and behold' the next door apartment became available. They were our neighbors until we left the island. Karen drove me from NOB to the Kindley Air Force Base hospital to deliver our 2nd son. We remain in touch with Karen (Ken is deceased). In fact she visited us in February.

For the most part we shopped at the base. There were times when we used the local stores but not often as prices were so high. I recall the cost of a pound of butter was \$1.00. We also used the Sears and Roebuck catalog. It was very handy for things for the little ones.

The Bermudians were very friendly and we made friends with many of the "locals" as they were called. During a vacation trip back to Bermuda in 1986 we visited with some of the folks and it was like we had never left the island.

I guess the hardest part about living there was being POOR! Of course everyone else was in the same situation so we made our own entertainment. Most of us left Bermuda very knowledgeable about a number of different card games.

The best thing of all was the great group of people we met while in Bermuda and are still friends with after all these years. I believe this was the



best group of Navy folks we ever met. Seems to me this was the first duty station for many, first time away from home for almost all the wives and we were all so poor that our only entertainment was each other. The one thing we often remark about is the longevity of the marriages. Sam and I will have 49 years in August.

It was fun going back into the memory bank and thinking of all the good times and people from VP-45.

Grace Coates

The beauty of Bermuda can not be denied. It was a lovely and

delightful place to live--great climate, lovely flowers, friendly Bermudians, wonderful seafood. It was a real treat to get to eat at Waterlot Inn which is still there. Part of the Bermuda economy is its Easter lilies which are exported, and the fields of them each season are breathtaking. Most of us were fairly newly married and involved in adding children to our families. The facilities: Navy Base Clinic, Air Force Hospital, Commissary and Navy Exchange were all more than adequate.

The men were away much of the time. The wives would get together for pot luck dinners or bridge. We could leave children at the base nursery for 25 cents an hour. For two children I

think it might have been 35 cents an hour. During our time there a hurricane was forecast to hit Bermuda. The men were ordered to fly the planes to Norfolk to safety leaving the women and children to fend for themselves. The hurricane did hit. It was not too violent. The only damage to our house was one shutter torn off. When the calm eye of the storm came, neighbors gathered in the street

to visit. We made certain we were back inside before the second part of the storm hit.

It was necessary to purchase small cars to navigate the narrow Bermuda roads-- North Road, South Road and Middle Road. Bermuda law required us to pass a driving test in downtown Hamilton in order to be able to drive there.

We often referred to the term "rock happy" and all of us knew what that meant. We were pretty well isolated from the world and families in the United States on a small piece of coral rock in the Atlantic Ocean. Weekend trips were impossible as the island

was only 20 miles long and about a mile wide. Going back to the states to visit family was a rare event.

There was a sense of pride that either VP-45 or our sister squadron in Bermuda, VP-49, took pictures of Russian ships going to Cuba with missiles on them. This, we believed, precipitated the Cuban missile crisis. During this time the planes were in the air 24/7. The men were flying for 12 hours and home for 12 hours before flying again for 12 hours. I recall that our parents in Texas were frightened that missiles might strike them. We had no fear of that in



Bermuda.

Although we were not officially at war, the men felt that they had a duty and obligation to protect the country during the cold war with Russia. They took seriously their assignment to monitor the movement of Russian submarines off the East Coast. Unknown to the American public, that area was frequented by numbers of Russian submarines at any one time.

The patio of our furnished rent house on Cherry Hill in Paget overlooked the harbor in Hamilton. From our vantage point we could see the cruise ships, the Queen of Bermuda and her sister ship, come in to dock with their load of tourists. We could hear their horns as they approached the town. I hope one day to be able to return with my children, one daughter of whom was born in Bermuda. I want to be on one of those cruise ships sailing into the harbor just as I remember them coming in each week on schedule.

Gloria Willen

A special thanks to Grace Coates, wife of Sam Coates, and to Gloria Willen, wife at the time she was in Bermuda of Scott Florance, for sharing their memories. Lt. Scott Florance was later killed in the crash of a VP-45 P3A Orion during a deployment to Argentina, Newfoundland in 1964. ED



In Memoriam

Herman Perfit (Plankowner VP-205) '42-'45

RADM Leonard A. (Swoose) Snead '50-'53

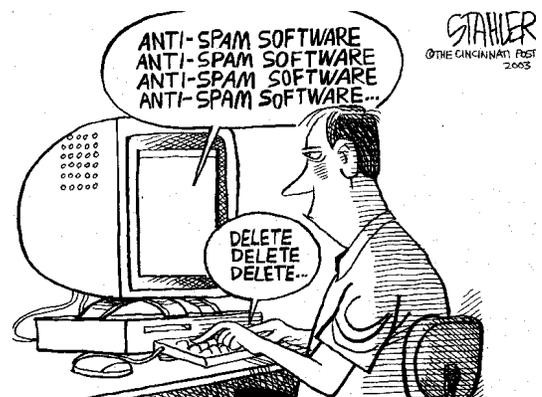
Welcome New Members

Gordon L. Ackers	'53-'55
Charles Baron	'52-'53
Charles Butler	'53-'56
Paul Chrisman	'52-'54
Charles Flynt	'53-'55
John Gallo	'54-'56
Richard Gollnitz	'55-'56
George Krakowski	'68-'70
Loren Musgrave	'54-'56
Harlan Palm	'51-'53
Peter Patterson	'54-'56
Arlie Pugh	'53-'55
Robert Searls	50's
Jerold Snay	'53-'55
Harold Szankovics	'52-'54
Tim Trost	'57-'59
Charles Worthington	'53-'55

Related Web Sites

www.vpnavy.com

www.navy.mil/homepage/vp-45



ANNOUNCEMENTS

CUTAWAY PBY EXHIBIT

A cutaway PBY Exhibit is now on display at the National Navy Aviation Museum. The exhibit was made possible by *Cutaway PBY Exhibits, Inc.*, *The PBY Catalina International Association*, all the *PBY community and friends* and the *National Navy Aviation Museum* - Contributions are needed to obtain life sized mannequins for the display and should be sent to:

William Kanter, Treasurer
29 Rolling Hills Court
Cincinnati, Ohio 45215

THE MARINER/MARLIN ASSOCIATION



Next (22nd) reunion will be held at Crystal City, Washington D.C. 5-9 May 2004. More information will be provided later.

PATRON FOUR-FIVE ASSOCIATION



Next reunion will be held in Jacksonville, FL 14-17 October 2004 at the Radisson Riverwalk Hotel. More information will be provided in the next newsletter. Mark the dates on your calendar.

AIRPLANE MODELS

P3C, P5M and PBY models available. Have never made the PBM but would be happy to do so with orders for at least five of them. Contact us at: www.squadrontoys.com or j.sparks@squadrontoys.com. Located at 12320 Oak Knoll Rd, Poway, CA 92064.

NEW MEMBER RECRUITMENT CONTEST

Between October 2003 and the end of July 2004 the Association member responsible for recruiting the most new members will be rewarded with a custom made model airplane similar to this one but made of the airplane of his or her choice.

To receive credit, provide a copy of the enclosed sign-up form to potential new members and as



Dave Johnson receives the completed forms he will keep track of the member responsible for the recruitment. At the end of the contest period Dave will determine the contest winner. Association Officers are not eligible to win.

MONOGRAMMED VP-45 LOGO ITEMS

1. Champion Tee Shirts Grey M-XL \$14.00
XXL \$16.00
XXXL \$17.00
2. Baseball Cap – Navy Blue, Snap Adjust Back
solid or mesh \$15.00
3. Denim Shirts Long or Short Sleeve S-XL \$24.00
XXL \$27.00
XXXL \$30.00
4. Outer Banks Navy Staff
(Double Stitching & Drag Tail) S-XL \$30.00
XXL \$32.00
XXXL \$34.00

All above items price includes embroidered VP-45 Logo. Shipping & Handling FOB Succasunna, NJ

First Item \$8.00
Each Additional Item \$2.00

Monogram Madness
50 Main Street
Succasunna, NJ 07876
Phone 973-927-5278
FAX 973-927-2084

CPRW-11



COMBAT AIRCREW 10
Sigonella 2000-2001

TREASURER'S REPORT - (August 1, 2003)

Beginning Balance:
 March 1, 2003—————\$24,796.65

Income:

Dues _____	\$1,095.00
Money Mkt. Int..—\$67.64	
Less Maint Fee— 50.00	
	\$17.64
Donations _____	300.00
Close Out Cal. P.O. _____	3.30
Total Income: _____	\$1,415.94
Total Capital: _____	\$26,212.59

Expenses:

Printing _____	\$947.74
Postage _____	439.46
Delaware Franchise Tax —	71.50
Total Expenses: _____	\$1,458.70

Ending Balance:
 August 1, 2003 _____ \$24,753.89

Money Market Balance: _____ \$22,666.31
 Checking Account Balance: _____ 2,087.58
 \$24,753.89

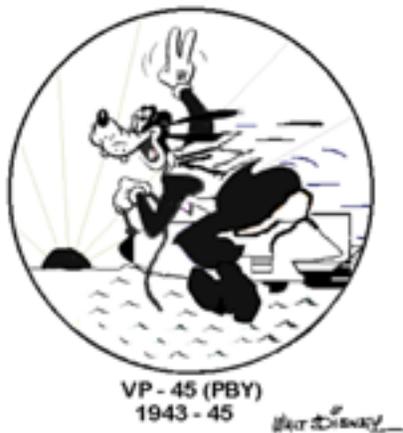
David R. Johnson
TREASURER

Association History & Elected Officers

The association began taking form during 1988 and 1989 as a result of actions by Jay Thomas and Mort Eckhouse. Both thought it would be great to have a reunion with former shipmates. The first reunion and election of officers was held at Pensacola in 1990. Subsequent reunions have been held in 1992 (Jacksonville), 1994 (Las Vegas), 1996 (Virginia Beach, 1998 (Pensacola), 2000 (Jacksonville) and 2002 (San Diego). Reunion 2004 will be back in Jacksonville.

	<u>President</u>	<u>VP</u>	<u>Secretary</u>	<u>Treasurer</u>
1990	Mort Eckhouse	Jay Thomas	"office vacant"	Dave Johnson
1991	Mort Eckhouse	Jay Thomas	Chuck Caldwell	Dave Johnson
1992	Al Jansen	Jay Thomas	Chuck Caldwell	Dave Johnson
1994	Bill Carlson	Hank Gorman	Chuck Caldwell	Ken Cory
1996	Hank Gorman	Tom Golder	Chuck Caldwell	Ken Cory
1998	Tom Golder	Chuck Comeau	Chuck Caldwell	Ken Cory
2000	Tom Golder	Chuck Comeau	Chuck Caldwell	Dave Johnson
2002	John Chappell	Leo Cimino	Steve Riddle	Dave Johnson
2003	Leo Cimino	"office vacant"	Steve Riddle	Dave Johnson

PATRON FOUR-FIVE ASSOCIATION



<i>President</i>	<i>Leo Cimino</i>
<i>Vice President</i>	<i>"vacant"</i>
<i>Treasurer</i>	<i>Dave Johnson</i>
<i>Secretary/Editor</i>	<i>Steve Riddle</i>

Dues are \$10 per year 11/1 to 11/1 (\$45 for five years/ \$200 for life) and are payable to Mr. D.R. Johnson, Treasurer; VP-45 Association; 7814 Bay Meadows Drive; Pensacola, FL 32507-1518. The roster is included for members' personal use only. Please inform the editor if you change your address. An asterisk after your name on the address label indicates your dues are now due.

From the Editor's Desk.....

My first year as newsletter editor was both interesting and very rewarding. Your support has been great and I appreciate it very much. I am looking forward to the second year which will culminate with the reunion in Jacksonville next October.

On page twenty one is a list of seventeen new members, most of which joined as a direct result of Harry Mendelson's efforts. He had help from Gene Martinez, Bill Tapp, Dennis Trampe, Art Pearson and others but he led the way. Thanks Harry for your dedication and hard work and thanks to all who helped!

Harry, I'm sorry we didn't start the contest last year. Without doubt you would have been the winner but I know you will be in the running next year.

I need continued help with news-

letter information. Think back to your tours with VP-45 and take another look at your collections of photographs and memorabilia and see if you can come up with things to share with the rest of us.

Leo has asked me to help with the search to fill the vacant office of Vice President. This is a good opportunity to serve the association. Please contact me if you are interested or if you would like to recommend someone else.

Dues are collected to cover the cost of reunions, newsletters, etc. To help members determine when their dues are expiring, address labels on newsletter envelopes contain the year through which dues are paid. An asterisk will appear next to the year when dues are about to become delinquent. Please check your label as there are many needing to renew this year.

Check the information in the roster and let me know if you see anything that is missing or that needs to be corrected.

Mark the dates of 14-17 October, 2004 on your calendar and watch for the March newsletter which will contain detailed information about the Jacksonville reunion. Hope to see you there!

Steve Riddle, Secretary
VP-45 Association
PO Box 123045
Fort Worth, TX 76121-3045
(817) 244-2703
s.riddle@ieee.org