

PATRON FOUR-FIVE

Pelican Post

A S S O C I A T I O N



March 2005

Newsletter #35

From the President.....

Fellow "Pelicans", the feeling I came away from Jacksonville with was, "this was way too SHORT". That is probably the way it should be so that we are left with the thought, "I absolutely will not miss the next reunion". What a great time we had. I want to thank Leo and his team, and especially Charlie Fields, for all the planning and preparation that made the '04 reunion such a success.

First of all, as your new president, I want to say "thank you" to Steve Riddle for accepting the position as Secretary/Editor, AGAIN. He is doing a fabulous job and the Association owes him a "whole lot more than the salary we are paying him, which is zero". I would also like to welcome and thank Jim Means and P J Imhof for accepting the positions as Vice President and Treasurer. I have known Jim since my days with the "pelicans" and met PJ at the reunion. They are great people. All four of us are humbled by the trust you placed in us and we pledge that when this period is over we will leave the Association stronger than when we accepted our positions, maybe a better word would be "coerced into" accepting the positions!

With that thought in mind, I challenge each of you to get in touch with four people who were in VP-45 when you were there, get THREE of them to join the association and TWO of them to attend the 2006 reunion. What we found out while planning for the last reunion was that we DID NOT give the people who we contacted enough warning so that they could plan to attend. Schedules were already set and they could not change them. We are now about 99% sure that the 2006 reunion will be held in San Antonio. By the time of the next newsletter we will have settled on a date, leaving no excuse for not planning ahead.

In an attempt to help spread the word, Steve Riddle has done a yeoman's effort in setting up a Patron Four Five Association web site. Go to www.vp45association.org to get the latest information on everything concerning VP-45; how to join, dues, the next reunion, links to other sites, etc. I am very excited about the possibilities this capability holds. For those of you who are active on the internet, we would be happy to send you an email copy of the Newsletter and let the Association save on Printing and Mailing costs which are our BIGGEST expense be-

tween reunions. For those of you who would be willing, please let Steve know at s.riddle@eee.org to remove you from the SNAIL MAIL list. We will continue to snail mail the roster until we figure out a way to protect everyone's personal information.

It is with great sadness that I report to you that I have just returned from attending a memorial service for Joe Notargiacomo who died unexpectedly on January 9, 2005 (this letter was written in mid January). He was one of the "Skippers" who I served under during my time in the squadron. In addition to being my CO, he was my friend. He was in attendance at the reunion in JAX and enjoyed himself immensely. As with all close friends, he will be missed.

In closing let me say, "My email address is gene.graham@mchsi.com. The only way to success for this Association is with YOUR HELP. I did not promise to do this alone; so stay in touch, give me your ideas, and help where you can. I am in the process of setting up a membership committee to help in the recruitment of new members. PLEASE HELP THEM!

Gene Graham (or for those who were in the squadron with me "genie K")

REUNION 2004 IN REVIEW

About 160 pelicans came to the beautiful city of Jacksonville, Florida for the October 14-17 reunion at the Radisson Riverwalk Hotel. I arrived on Wednesday the 13th to perfect weather which lasted, except for a brief shower, all week. Other members also started arriving on Wednesday the 13th and continued arriving through Thursday the 14th. Wednesday and Thursday turned out to be ideal for seeing nearby sites, trying out local restaurants and visiting with friends in the Ready Room.

The highlight of the reunion was a Friday morning visit to VP-45, based at the Jacksonville Naval Air Station. It was raining when the buses left the hotel but the sun came out later in the morning and we had a beautiful day. CDR Richard T. Fite and his squadron were great hosts. We were given a royal welcome in the squadron briefing room, split into groups and escorted throughout the hangar and office areas. Some members went on board a P3 for the first time. It was refreshing to see and interact with the young and very professional officers and sailors. The squadron tour was followed by a picnic at a location on the base overlooking the St. Johns River. Subway sandwiches never tasted so good!

The Friday night reception was held at the hotel and even though a mix-up by the hotel created a food shortage (bar was free), members were provided a great opportunity to visit with their friends and shipmates.

After the business meeting on Saturday morning, some members enjoyed a lunch cruise on the St.

Johns River. The entertainer (a Dean Martin or was it a Frank Sinatra impersonator) was unique and it was nice to sail along the river and visit with friends. One of my shipmates later told me he had purchased a CD from the singer for my Christmas present. Lucky for me, he was just joking! We then returned to the hotel for several hours of free time prior to the Saturday night banquet.

At the banquet, we were honored to have CDR Richard T. Fite (VP-45 CO), accompanied by his wife Kathleen, as our guest speaker. Also in attendance from the squadron were CDR William A. Zirzow (VP-45 XO), accompanied by his wife Ivonne, and LT John R. Duarte (VP-45 PAO). Former VP-45 CO Alan Lee presented CDR Fite with a cap that had been worn by all the former VP-45 CO's in attendance. Former VP-45 CO Joe Notargiacomo presented CDR Fite with a special VP-45 pennant. CDR Fite's speech was perfect for the occasion and enjoyed by all. A printed copy of the Commander's speech follows this article.

Recognized at the banquet were former VP-45 CO's Alan S. Lee (XO & CO) '60-'61, John R. Chappell (OPS, XO & CO) '61-'63, Harley D. Wilber (XO & CO) '66-'68, Joseph M. Notargiacomo (XO & CO) '72-'74, RADM William T. Pendley (XO & CO) '74-'76 and Charles J. McKinney (XO & CO) '76-'78. RADM Bill Pendley, USN (Ret), was also recognized as a flag officer along with VADM Walter B. Massenburg, USN, who remains on active duty. Roger D. Ferguson (PBY Pilot) '44-'45 was recognized as the member with the earliest ser-

vice. After the banquet, our Navy guests were gracious with the time spent visiting with association members.

Sunday morning after the breakfast buffet, members reluctantly said their goodbyes, promising to see each other at the next reunion.

A special thanks to Leo Cimino for his effort coordinating with a local reunion planner to arrange the hotel and events and to Charlie Fields, who lives in the Jacksonville area, for assisting Leo.

Steve Riddle

CDR Fite's Speech.....

Thank you, Gene, for that kind introduction. Admiral Massenberg, Admiral Pendley, Capt Chappell, Capt McKinney, Capt Wilbur, CDR Lee, CDR Zirzow, distinguished guests, Pelicans, ladies and gentlemen: Good evening.

It is a distinct honor to be here with all of you tonight. Gene, thank you again for those very kind remarks and you for your efforts as the President of this great association.

I am pleased to be here this evening, and I'm honored that you asked me to speak.

I am also honored to share this evening with such a distinguished group of American patriots. Tonight's guests represent the highest values of service to country, their contributions to our way of life are beyond measure. Everybody in this room is a very important person.

I'm proud to be the COMMANDING OFFICER OF VP-45. I'm humbled by the task. It is the best experience of my life. But I want it to be *very clear* to all of you

here tonight that my remarks are certainly not the high point of this evening. You are the *main attraction* and the spotlight shines brightly on you and the example you set. I congratulate you on all of the accomplishments of the past. For it is from your accomplishments that emanates our greatness. I salute you for your contribution to our Navy and Nation.

Before I talk about my favorite subject, VP-45, I want to show a short video clip that one of my junior officers, Ltjg Frank Loethen, made in honor of this evening. Frank is the Tactical Coordinator on Combat Aircrew One and is a very gifted officer. He created our web site home page and I hope you enjoy his video dedicated to the association. Roll the tape please.

I also want to recognize and thank my public affairs officer, LT John Duarte, who, through his hard work and tremendous efforts, made this week a memorable and enjoyable EXPERIENCE for all of us—I know it wasn't easy. Thank you John. Please join me in a round of applause.

PH2 Taylor has also worked very hard to make this reunion a success. Let's recognize her efforts with a round of applause.

Thank you again for the invitation to dine with such a distinguished association. Needless to say, it's a very great and very humbling honor to address this group of heroes.. this group of dedicated Americans who have given so much of themselves to serve our great country and who can say very proudly "I served in VP-45."



CDR Fite with his wife Kathleen

My wife Kathleen and I really feel at home with a wonderful group like this, and it is a pleasure to be here. I'll ask Kathleen to stand for a moment and embarrass

her. Kathleen has been my Commander in Chief for 19 years now and we are enjoying this opportunity to serve this great squadron.



CDR Zirzow (l) with CDR Fite (r)

XO Zirzow- and Ivonne, it is an honor to be with you. I will also embarrass them and ask that they please stand. XO Zirzow and I go back a long way as DH's in Hawaii, as veterans of a Pentagon tour of duty, as neighbors and fellow citizens privileged to serve this great Nation in times of war and peace. I cannot think of a military leader, friend and brother to whom I would rather entrust this squadron than Bill Zirzow. There is no finer officer, warrior and leader than Commander Bill Zirzow. He is the very 'best of the best'. Now before any of this praise goes to your head, Bill, let me remind tonight's guests that his wife Ivonne is also his Commander in Chief and last night they celebrated their 16th wed-



Leo & Patti Cimino with CDR & Ivonne Zirzow

ding anniversary. Please join me in a round of applause. Everybody in this room has earned the heartfelt thanks of a grateful Nation. Whether you chose to

make the Navy your life's work or you put your uniform aside and took on the challenges of public or private service in your communities, each one of you helped to write an enduring and time-honored chapter in the journal of Patrol Squadron 45. It is indeed a privilege to share this evening with you.

Today, our Nation is at war. Tonight, as we enjoy the company of our friends and shipmates here in a setting far removed from the desert sands of Iraq and Afghanistan, where hundreds of thousands of our finest young men and women - are engaged in the *Battle for Freedom*.

What I find comforting about our Nation is that from the days of flying boats to the aircrews of P-3s now flying in harm's way over Iraq and Afghanistan, the devotion to a noble cause and the skills needed to defend freedom across the globe have been, and will always be, unwavering hallmarks of pelican sailors.

The long proud line of men and women who served in VP-45 to protect the liberties we all hold dear continues here tonight, and I am privileged to hold a membership in such a noble band of brothers.

The hard-fought contributions and selfless sacrifices of VP sailors cannot be overstated. Yours' was a crucial role in America's cause in WWII, Korea, Vietnam and the Cold War.

Let there be no mistake, the lessons learned during your operations and missions involving Interdiction, Surveillance, Anti-Submarine Warfare, Anti-Surface Warfare, Search and Rescue and Humanitarian Efforts evolved into the power projection being exercised today in Iraq and Afghanistan.

As I reflect on your reunion this weekend, I am reminded of the words of George Will: *"Most of us, most of the time, live in ignorance of what a small heroic group of Americans are doing for us night and day. As we speak, all over the globe, American sailors are forward deployed, putting their lives at risk for Democracy! You can't pay people to do that; they do it out of love of country, of adventure, of the challenge."* For me, those words have always described the special people that serve this country.

When I was an ensign, I reported aboard *VP-44 (The Golden Pelicans)*. They had a saying printed on top of the flight schedule that said: *"It's the People Not the Platform."*

That statement resonates with me tonight. Whether you flew PBYS, Marlins, Mariners, Neptunes or Ori-

ons the thing that is so rich and vital about our Navy is our people.

Today our young people are doing unbelievable things. Today, P-3s are making operational contributions that I could not have imagined 10 years ago. Today, whether acting as the Navy's only Long Range Air ASW Asset, or being the 'sole' reliable airborne eyes and ears protecting the carrier strike group or currently making critical contributions in support of ground forces ashore... the multi-mission capability of our crews and aircraft *are making a difference measured in lives*.

During my time as a Pelican, the men and women of VP-45 have been active around the world. Last spring, Pelican Aircrews surged forward and were flying armed, surface combat air patrol missions in support of the Strike Group during Operation IRAQI FREEDOM. On our recent deployment to the Mediterranean, Pelican aircrews flew missions in support of Operations IRAQI FREEDOM, ENDURING FREEDOM, NATO operations in the Balkans and humanitarian operations in LIBERIA. Ladies and gentlemen, the Pelicans were also active in the Global War on Terrorism *elsewhere* but I cannot discuss those missions. I can assure you though that these young men and women have been doing their part to protect America from those that would destroy our way of life.

I am proud of each one of the Pelicans and when you look to the future of Maritime Patrol Aviation, I would suggest that the future is extremely bright. Maritime Patrol will continue to be of critical importance to this nation. The upgrades of our P-3 AIP aircraft have resulted in them becoming the best Maritime Patrol Aircraft in the world. With the advent of MMA, which is based on the Boeing 737-800 aircraft, the Navy has made a tremendous investment that expands our war fighting capability by modernizing our legacy force. The first squadron equipped with MMA is expected to stand-up in 2013. Like the mighty Orion, the primary mission of MMA will be ASW. This modern jet aircraft will bring state of the art warfighting capabilities to our patrol forces and will continue the tradition the P-3 built in the past. MMA will be armed with torpedoes, mines and missiles. It will also have sophisticated communication gear and be able to transmit to joint and coalition forces a timely picture of the undersea and surface battle space. Moreover, MMA is expected to be complemented by UAV's which will be another new and exciting step forward for Naval Aviation. *Can I*

sign any of you back up?

In closing, let me say that you are in good hands and the future is bright! The men and woman of VP-45 are the best that the Navy has to offer. They demonstrate their commitment daily in the long hours and long separations from home. They continually demonstrate their devotion through rigorous training and keeping the venerable P-3 in tip-top condition.

As I conclude my remarks, I want to say to you how appreciative I am of the example that you have set for the young men and women who serve our Navy and our Nation today. You're truly wonderful. That's why I'm here tonight. I'm proud to be leading the squadron that you served, where you set the example of what we would be.

THANK YOU AND GOD BLESS YOU.



Former VP-45 COs CAPT McKinney, CAPT Wilbur, CDR Lee with Current CO CDR Fite



Former VP-45 CO CAPT Notargiacomo with CDR Fite



VADM Walter Massenburg (former VP-45 Pilot)



CDR Fite with Admiral Pendley (former VP-45 CO)



Former VP-45 CO CAPT Chappell, Mrs. Billie Chappell and Wesley May



Alan & Jane Lee at Banquet



Gordon & Lauri Feest at Reception



Charles & Teresa Lee at Reception



Hank & Peggy Gorman at Reception



Steve Riddle & LT John Duarte at Banquet



Jim & Sandy Spotts at Banquet



Bermuda Shipmates



Cliff & Jeane Oberlander



Association Members Tour VP-45 P3C Orion



*AW3 Tiffany Klink
Demonstrates
Survival Gear*



LCDR (Sel.) William Coleman with Tour Group



LTJG Deborah Jimenez at Navigator Station



AO2 Jason Keller Discusses Ordnance



AW3 Lenny Stevens at Acoustic Operator Station



LT Frank Loethen at Tactical Coordinator Station



AW2 Mario Gomez at Radar Station



PJ Imhof & Hank Gorman at Reception



President Gene Graham at Business Meeting



Dave Johnson & Chuck Comeau at Reception



Dave & Jane Sanderson with Bob & Nancy Young



Lady Pelicans at Reception



Roger Ferguson (WWII PBV Pilot)

SENIOR MOMENT

There were these two elderly people living in an Oregon mobile home park. He was a widower and she a widow. They had known one another for a number of years. One evening there was a community supper in the big activity center. These two were at the same table, across from one another. As the meal went on, he made a few admiring glances at her and finally gathered up his courage to ask her, "Will you marry me?" After about six seconds of careful consideration, she answered. "Yes, Yes, I will." The meal ended and with a few more pleasant exchanges, they went to their respective places. Next morning, he was troubled. "Did she say 'yes' or did she say 'no'?" He couldn't remember. Try as he would, he just could not recall. Not even a faint memory. With trepidation, he went to the telephone and called her. First, he explained to her that he didn't remember as well as he used to. Then he reviewed the lovely evening past. As he gained a little more courage, he then inquired of her, "When I asked if you would marry me, did you say 'Yes' or did you say 'No'?" He was delighted to hear her say, "Why, I said, 'Yes, yes I will' and I meant it with all my heart." Then she continued, "And I am so glad that you called, because I couldn't remember who had asked me."

Messages & Notes

Hi, Steve - You might want to include this article's info in the next newsletter. I was very much surprised at the new and different Wings - and their locations.

When I was in VP-1 and we flew from Misawa in the dead of winter, that place was hip deep in snow, extremely bad weather, and mighty cold!!! One time we had to fly a mission from Misawa, along the Russian/Chinese/Korean coast back to Iwakuni, the weather was so bad the Air force had closed the field. Our boss said we HAD to go, so the AF sent a snow plow to lead us to the runway. The ice was so thick and slick, we couldn't check engines, so we did so on takeoff (P2V-7). The AF thought we were crazy — me too!!! There was no way to abort or get back to Misawa if something went wrong. Trust the Navy to locate in such a place — I bet the Navy has no snow removal equipment there like the AF did.

Anyway, the members might like to know about the new locations, etc. The article is from the recent Canadian Maritime Patrol Aviation newsletter (or "The Voice of VP International"). They sure do get some great articles. I hope you still exchange newsletters with that group. The next one I send from the same newsletter will be of VADM Massenburg who is a member of our group. I remember recruiting him to

become a member — he was a CAPT then.

Fair skies -- Chuck
Thanks Chuck. Your advice is always 'right on'. ED

Dave Johnson,

The history of VP-45, I know very little - but these people that we know and love - I do know!

50 years ago!!

Fish the river for snook?

Call Andy & Jewell.

Need canasta partners?

Call Bob & Hazel.

Need lessons for tennis or skeet?

Call the Barrys.

Army/Navy game day?

Call Al & Toddy.

Acey Deucey partner?

Call any Chief that has been in the Navy more than 10 years.

Three legged race and squadron picnic?

Will Moore & I (we won) now remember - this was fifty years ago - today I could use 3 legs!

We were in VP-45 for four years - and from Saipan to Seattle - and beyond a doubt - the best duty we had in 20 years.

We came together as strangers; but left eternal friends. I miss the ones we've lost, but will remember them with good memories and love.

Sincerely,

Jackie Pate

Steve:

I went through the whole website. You have done a great job. The Pelican Posts on line are super, can I sign up to get them electronically?

Nice work.

Tom Golder

Steve:

I got to thinking last night that maybe a list of current members and home town would be good like under a heading "Are any of your old squadron mates in the association? Look up here." No addresses or phone numbers. The looker would have to join to get a roster. What do you think?

Tom Golder

Hi Steve:

Jeanne and I really enjoyed the reunion ... and it was a pleasure to meet you again, after all these years. I took a few photos during reunion activities, which I have uploaded to the Snapfish.com web page. Since I thought you might be interested in viewing these photos, I have given you access to the "VP-45 Reunion" album at that web page ... you will receive an email informing you of this. Hope these photos are of interest to you.

You're doing a great job as Secretary and Editor of the Newsletter. Keep up the good work! We are looking forward to the next reunion.

Wes May

Dear Steve,

As our editor I thought you might be interested in this report I sent to my kids today after visiting the new WWII Memorial on the National Mall in Wash DC. It might be of interest to someone visiting our nation's capital. Feel free to use it for "filler" sometime if you wish. Or not, as you see fit. See you in October, Harley Wilbur (FYI I live 9 miles north of the White House off Connecticut Avenue in Kensington MD.)



Dear Kim, Wendy, Rusty,

This morning I make my first visit to the new World War II Memorial on the Washington DC Mall. Knowing parking is hopeless downtown during the day and there is no subway station within a reasonable walk to that part of the Mall, I decided to drive down before the morning rush hour and try for an early close-in parking place.

I arrived on Ohio Drive near the FDR Memorial at 0545, about 30 minutes before sunrise. I found that there was plenty of 3-hour free parking available, but not allowed during the hours 1 AM to 6 AM. So I parked and waited in my car until 0600 just in case, then took my camera and started walking. I visited, in order, the DC War Memorial, the new WWII Memorial, the Vietnam War Memorial, the Lincoln Memorial, the Korean War Memorial, and finally made my first visit to the Franklin D. Roosevelt Memorial. The only people I saw were 5 WWII veterans, some security guards, and a lot of joggers on their morning runs. Using the conversion chart that came with my 'Walk4Life' step counter I estimate it was a walking distance of about 3.3 miles. That's a long walk for my old bones at age 76. I stopped to rest a few times along the route, and was glad there were lots of park benches available.

The WWII Memorial is magnificent. It drew a lot of criticism from so-called "experts" when it was opened earlier this year, but I think the criticism is unwarranted. I was deeply moved by it, and I believe it is a fine addition to our National Mall. It fits in nicely about half way between the Washington Monument and the Lincoln Memorial, and is low enough to the ground so that it does not impede the sweeping view between those two structures. I also was favorably impressed with the FDR Memorial. I was seeing that one for the first time, too. It's basically a very large garden with huge rocks along with appropriate engravings and sculptures. The building (apparently a gift shop with maybe a small museum) was closed at that early hour, but there was plenty to see by just walking through the garden.

When I got back to my car, about 0745, there were still quite a few 3-hour parking places remaining along Ohio Drive, so I really didn't need to arrive as early as I chose to do.

I took 57 photos with my digital camera. Fodder for yet another photo notebook when I get around to it. I am writing down all of this now so I won't forget the thoughts that came over me as I walked. Right now, though, I need a nap.

Love, Dad

*Human kindness has never weakened the
stamina or softened the fibre of a free people. A
nation does not have to be cruel to be tough. --
Franklin D. Roosevelt*

Dear Steve,

M. W. (Bill) Raibley, PPC Plankowner VP-205 (1942-1945) died Dec. 11 2004 after a long battle following a heart attack and surgery (March 04). There was a fly over by the local Sheriffs Flying Posse. Bill was a member. Needless to say he will be missed by his friends and family, really a great guy. Betty and I had dinner with he and Ruth about 5 years ago on a trip we made through northern California.

Bob Beaudoin

Dear Steve,

I hope your Christmas was great and that 2005 will be an excellent year for all of us Pelicans, our friends and families; and for our beloved and beleaguered country.

Please print the picture of my 2 license plates along with the following: When next your vehicle license comes up for renewal, why not order a so called "vanity plate" to honor your squadron and, possibly, to create interest and to incite questions concerning the outfit, the association, etc.?

The "USN -VP45" plate adorns my red Dodge truck and the "VP-45" plate will be transferred to a cherry old



1997 Town Car I just discovered - a Florida "Condo Cadillac" with only 48K miles on the odometer.

It would be great to learn that our squadron(s) are shown on license plates all over our country. Also, I have a plate from Brazil, the old plate of Rio de Janerio, with "VP-45" on it.

Ken Gold, EE-1, VP-45

Steve,

Pat Imhof sent me an item about the theory of smoke being the key to all things being electrical that jogged my memory about an incident that happened on a very rough flight.

The cockpit was experiencing some very erratic fluctuations in some of our flight instruments that indicated a possible loose terminal. I went to the main power center to see if I could locate the problem. With the rough ride, I was having a hard time getting the screwdriver on the screw head and without thinking, I held the shank with my left hand and the handle of the screwdriver with the right. When I

touched one of the 400 cycle AC terminals, I was knocked backwards underneath the flight deck stairs and the screwdriver crossed two DC terminals and sort of melted and crossed several other terminals. Many of the wires on the plane burned. I pulled new wires for two or three weeks to get all of the systems back. They say that experience is what you get right after you make a mistake. There was no doubt as I made my way from under the stairs; I had that experience!

Since I have moved several times over the years, a lot of my pictures and archives are packed away. I am trying to find some of them and get them on the computer.

My check for a five year membership is enclosed.

Lewis Nelson AE ('1959-'1962)

Coco Solo News, Messages and Notes

Steve,

Much enjoyed Harry Mendelson's contribution to the August newsletter. The corruption was not only endemic but also systemic, as I shall illustrate.

I checked into the squadron personnel office in Coco Solo in late 1952 and was informed that I was assigned to permanent shore patrol. I was relieved to learn that permanent was six months.

It was nearly total immersion in the Panamanian culture (?) of the time. A dozen or so SPs and MPs lived in a small facility at the far end of Front Street from the Washington Hotel, right where the street into Cristobal crossed the railroad tracks. The facility consisted of a small building with a booking office, a small cellblock, and a dorm with bunks and sanitary facilities.

Since all of our patrols were in Colon, we usually paired up with a Panamanian cop. Obvious long term advantages to knowing most of the cops. Others; when I returned to the squadron I was fairly fluent in the local Spanish, knew all the bartenders, a lot of the



Bill Boyd and Silas Moyer

cops, and most of the hookers.

Knowing the hookers was a product of my profession, not directly theirs. The law required that they each carry a current medical card attesting that they had passed a medical exam within the past six months. If the card had expired, get off the street. Talk about shoveling excreta against the tide. Much later I learned that the payment of a small fee, or more likely a favor, made the lapsed license irrelevant. Green, gung ho farm boy that I was, it all went over my head.

One day a Panamanian cop showed me how well designed the drivers' license was to further condone corruption. The license unfolded in four sections. When unfolded, he showed me that you could place a ten dollar bill on the license, and when refolded it perfectly concealed the bill.

When stopped, the cop asked for your license. He would examine it, return it, and wave you on. At your first opportunity, you would replace the ten. I suspect a five would have worked but he might have been offended at your undervaluing his professional integrity. It cost me forty or fifty dollars during my tenure but might have been worth it in peace of mind.

A thought occurs. Perhaps what we see as corruption is because we can afford it. Perhaps in most of the rest of

the world it is simply pragmatism. Say it is not so!

Dennis Trampe

Hi Air-dales,

I called Jerry Green this afternoon and we had a nice long (about 40 minute) chat on the phone. He is doing better in recovering from his recent knee replacement surgery. He recovered much quicker and easier last year when he had surgery on his left knee. He says he was released from the hospital two days after the surgery so he is about two weeks behind in therapy.

As Harry reported, Charlotte was out walking their dog and slipped on the ice and broke two finger bones and fractured her tail bone. She has also lost several people in her family so she is feeling low. They both can use our prayers. So, let us stand in the gap and cover them with our prayers.

Also, one of the things that gives life to Jerry is the emails that we send each other. He has missed our chats a lot and is looking forward to getting to his computer in a few days. I did talk with him about going wireless and he thinks that is a good way to go and has been thinking about investigating it. His computer is downstairs. Charlotte's is upstairs. They could make it work. They have children but they live closer to At-

lanta, about 100 miles away.

Bill Tapp called Jerry but he was out. Jerry plans to return Bill's call tonight. Jerry is looking forward to total recovery so he and Charlotte can get on the road again. He would like to visit Bill and Flo. We also talked about going to Panama some day. We should all think and pray about it, that God would open all the doors and make it possible for many, if not all of us, to go spend a week in Panama. I know we would have a great time. Call it a mini-reunion of this bunch.

God bless you guys. I am so thankful 'He' put us all back together again.

Gene Martinez

Colon & the Free Zone (contributed by Al Raitbel)

Colon is all the tropic ports of Joseph Conrad and Somerset Maugham. Rightly so. Every street corner and bar here knows ten thousand tales as exuberant or as melancholy or as cockeyed or as ironic as any those two travellers spun.

Colon is a strange town which has relished bonanzas and endured depressions throughout its history. The town was born around the time when California-bound Forty-niners added gold fever to the other fevers that Colon endured in those days of trying to find its landfill footing on the mangrove island that had been declared the Atlantic terminal of the Western Hemisphere's first transcontinental railroad.

Canal construction followed and Colon and its adjacent port Cristobal, flourished as the waterway's terminal did well.

Colon then became one of the world's busiest cruise ports as passengers from scheduled liners frolicked down gang-planks to shop on fabled Front Street.

After this boom in the nineteen fifties, Colon languished in an economic limbo until the last decade of the century, despite the Colon Free Zone which grew year by year and which now generates \$10 billion per year in imports and exports.

Colon now seems poised for another boom. The railroad which had ground to a halt has been rebuilt. Four new ports, the biggest (Manzanillo International Terminal) which alone is bigger than Miami, are converting Colon into a giant transshipment center.

Colon is now experiencing a renaissance of the cruise ship business but it will not be as before. The new cruise port, Colon 2000 and Pier 6 in Cristobal are receiving an increasing number of ships.

Excursions from Colon necessitate a rented car or taxi. PORTOBELLO is about an hour and 20 minutes, unless you stop off for a swim at the black sand Maria Chiquita beach which has changing facilities, or the white sand Playa Langosta

beach.

From its commercial demise when the isthmus became independent from Spain in 1821, until a few years ago, Portobelo, the Spanish Main's richest treasure port, mold-ered, a roadless fishing village with an annual flicker of life for the Black Christ celebration (still held each year on October 21 in the ancient Portobelo Cathedral). Now, approached by an excellent highway, the Spanish Main, albeit time-weary, is there for all to capture single-handed... or in alliance with a tourist cab driver.

FORT SAN LORENZO is about an hour's drive unless you have to make way for a container ship. The road crosses atop the Gatun lock gates. The locks and the spillway on Gatun Dam make a spectacular sight-seeing stop, in any case.

This bastion is near the canal at the mouth of the Chagres River, once the highly strategic and believed impregnable key to the route across the isthmus. Pirate Henry Morgan sorted out its secrets after his own pragmatic fashion, enroute to Panama City.

Express, air-conditioned buses leave Panama City for Colon from the national bus terminal in Allbrook (in Colon the terminal is on 13 St and Bolivar Avenue) every half hour. Costs \$2.00 each way. The journey is approximately 1 hour. Regular buses leave from the same area, cost \$1.25 each way but are not so comfortable and take a little longer.

Another option is the recently inaugurated railroad. The train leaves the terminal in Corozal at 7:15 a.m. and arrives in Colon at 8:00 a.m. It returns from Colon at 5:30 p.m., arriving in Panama City at 6:30 p.m. A return ticket costs \$35, a one way ticket costs \$20.

Aeroperlas airline has morning flights from Panama City starting 7:00 a.m. It costs \$71.40 return but they are booked in advance by Free Zone companies and it is difficult to get space. Call Aereoperlas 315-7500 for information. For those who wish to stay overnight or longer, Colon offers several categories of hotel from the lakeside Hotel Meliá or the comfortable old colonial Hotel Washington on the harbor front to more modest hostels.

Note that goods purchased in the Colon Free Zone cannot be taken out by the purchaser but are sent in-bond from the Colon Free Zone to Tocumen Airport, where they are delivered to departing passengers. Normally companies can send goods for a flight the following day. On the day of your departure, leave plenty of time to get your purchases out of the customs area, on the lower level of the airport, before checking in for your flight.

The most difficult thing for a grandparent to remember is that other people have perfect grandchildren too.

Coco Solo (Then and Now)

*Naval Station
Coco Solo CZ (1954)
Home of VP-45*



*Manzanillo Container Port (2002)
Located on the Site of Former
Naval Base Coco Solo CZ
Home of VP-45
(Contributed by Al Raithe)*

A Tribute to Mary Izzo (Victor Izzo's Widow)

One of our members, Victor M. (Vic) Izzo (Aircrew AM '52-'57) died last year. His death was listed in the August 2004 newsletter memorial section. However, there is much more to the story.

Victor belonged to what I call the Coco Solo group, a very close-knit group of shipmates from the early, mid and late fifties. When Mary Izzo (Vic's Widow) indicated that she didn't think she would be able to attend the 2004 Reunion, the Coco Solo group shifted into action. They immediately started monetary collections for airfare, hotel and miscellaneous expenses; a monetary collection for a custom model airplane built to the configuration at the time Victor was an aircrewman; and started a collection of memoirs and photographs.

To make a long story short, the group was highly successful in their endeavor which is true in most of their initiatives. Mary Izzo, thanks to her friends and Vic's shipmates, made it to the reunion.



Mrs. Mary Izzo



Custom P5M-1 Model Airplane



Ken Gold Presenting P5M Model to Mrs. Izzo



*Ken Gold Chairing Coco Solo Group Meeting
(Harry Mendelson with Camera)*

While at Jacksonville, Mary was presented with the airplane and the collection of memoirs and photographs. Needless to say, she was overjoyed and couldn't thank people enough for what they had done for her. She was proud to be at the reunion to represent Victor.

The Coco Solo guys are not only the largest group in our association but they truly are also the biggest hearted group. The group has recruited more new members than any other group, they contribute more information for the newsletters, have the largest group at reunions and are always the first to volunteer.

Thanks Guys for the Good Example. ED



Bill Tapp Presenting Book of Memoirs and Photographs

Pelicans Soar Through 2004

By Lt. John Duarte, VP-45 PAO

With the dawn of a new year upon us, the "Pelicans" of VP-45 remember the great enterprises and achievements of 2004. Last year was a prosperous year, highlighted by the outstanding performances of individual sailors in addition to the Pelican team as a whole.

It is evident that these accomplishments were truly remarkable, as VP-45 received many honors during the year, while fulfilling their role in maritime patrol and reconnaissance aviation at home and abroad.

Last February, VP-45 returned home to NAS Jax after completing more than 650 operational missions, with 5,600 mishap-free flight hours, during a very successful six-month deployment to Sigonella, Italy. Constant participation in operations Joint Guardian, Deliberate Forge, Enduring Freedom and Active Endeavor were some of the mainstays of deployment operations.

Immediately upon their return, squadron sailors and aircrew enjoyed some deserved rest. However, they did not delay in getting down to business upon the completion of their post deployment leave. Squadron personnel hit the ground running as they assumed the responsibilities associated with preparing for their scheduled deployment this summer.

The squadron was presented with the 2003 Golden Wrench Award for aircraft maintenance excellence March 31. This award recognized the squadron's superlative efforts and achievements in maintaining the highest degree of aircraft readiness and safety. While deployed, the squadron's maintenance department achieved an incredible 65 percent aircraft mission capability rate.

This level of readiness led to an 87 percent sortie completion rate covering over 5,500 flight hours and was unmistakably due to the dedicated Pelican Maintenance Team, whose efforts kept the Pelican aircrews flying over their targets the previous year. Furthermore, the squadron was awarded the Chief of Naval Operation's annual Aviation Safety Award for the second consecutive year. VP-45 received this honor for "their commitment to professionalism, solid leadership and competent risk management that lead to safe and effective operations" during the 2003 calendar year.

Both of these achievements demonstrate that the squadron has made a lasting impression and is recog-

nized throughout the Navy. There are many reasons for this unparalleled success; However, they all begin with the dedication of every member of the command to doing the job right. While the sailors and airmen of VP-45 are the squadron's most valuable asset, Pelicans are achieving an astounding record of mission accomplishment that continues to raise the standard for safe and effective operations in naval aviation.

Among the members of the Pelican team are sailors such as AD1(AW/NAC/PJ) Robert Gonzales and AE3 Todd Petersen. Gonzales and Petersen were recently selected as the VP-45 Senior and Junior Sailors of the Year in recognition for their unwavering commitment and exceptional initiative.

Gonzales was not only selected to be the VP-45 Senior Sailor of the Year, but he was selected by Maritime Patrol Reconnaissance Wing Eleven to be the Wing Senior Sailor of the Year.

"The Pelican team makes me proud," proclaimed Commanding Officer Capt. Richard Fite. "In their normal 'Pelican fashion', the squadron has achieved mission success overseas in service to our country, and here at home as we reach out in service to the community."

As the new year begins and world events unfold, VP-45 is ready and bound to succeed in the unknown challenges that face them down the road ahead.

Great Job Guys.! We appreciate what you do for us. ED

CPRW-11 (Jax Air News)

Capt. Dennis Sinnett assumes command of Patrol and Reconnaissance Wing Eleven (CPRW-11) during a change of command ceremony tomorrow at Hanger 1000, NAS Jacksonville. Sinnett relieves Capt. Carlos Chavez, who has commanded CPRW-11 since January 2003. Commander Patrol and Reconnaissance Group Rear Adm. Michael Holmes will be the guest speaker.

Sinnett is a native of Annapolis, Md., and graduated from the U.S. Naval Academy in May 1982, where he received his commission. Following flight training at VT-2 in Milton, Fla., and VT-31 in Corpus Christi, Texas, he was designated a naval aviator in March 1984.

Upon completion of FRS training with VP-30, Sinnett joined VP-10 in September 1984. While at-

tached to the “Red Lancers,” he completed deployments to NAS Bermuda, NAS Keflavik, Iceland and a split-site deployment to Rota, Spain and Lajes, Azores.

Sinnett reported for duty to VX-



Capt. Dennis Sinnett

1, NAS Patuxent River, Md., in May 1988, where he served as quality assurance division officer, assistant maintenance officer and operational test director for various P-3C and H-60 projects.

In August 1990, Sinnett reported for duty on board USS Saratoga (CV-60) based at NS Mayport, where he was assigned as catapult and arresting gear officer/V-2 division officer. While attached to Saratoga, he participated in several fleet exercises, two Mediterranean deployments and Operations Desert Storm and Desert Shield.

In September 1992, Sinnett reported for temporary duty on the staff of CPRW-11, where he worked as watch officer and assistant operations officer. In November 1993, Sinnett reported to VP-46 for his department head tour. While assigned to the “Grey Knights,” he made de-

ployments to Misawa, Japan and Diego Garcia. During his tour, he served as safety/NATOPS officer, aircraft maintenance officer and operations officer. While attached to VP-46, he was selected as the Association of Naval Aviation’s Pacific Fleet Maritime Patrol Aviator of the Year.

In September 1995, Sinnett reported for duty at CPRW-11, where he served as maintenance officer and operations officer.

In March 1999, Sinnett reported to VP-45 as the executive officer and assumed command of the squadron in March 2000. While commanding officer, the squadron completed a deployment to NAS Sigonella, Italy, participating in operations in Kosovo and Bosnia-Herzegovina.

Sinnett reported to the Bureau of Naval Personnel in Millington, Tenn., in March 2001 where he served as the VP/VQ commander detailer.

In October 2002, Sinnett reported to Commander, Naval Air Force, San Diego, Calif., where he served as executive assistant to Vice Adm. Michael Malone.

He is married to the former Suzanne Biess of Annapolis, Md., and has two daughters, Lindsey and Samantha.

Sinnett takes over a command marked by profound change under Chavez’s distinguished tenure from January 2003 to November 2004. In his time at CPRW-11, Chavez provided direction and insight essential in leading the maritime community in sensor development, the incorporation of business disciplines as a part of the naval aviation enterprise, and realigning the maritime patrol and reconnaissance (MPR)

force to reflect an aging fleet and new global priorities. As a leader in the maritime patrol and reconnaissance community, Chavez spearheaded the improvement of multistatic acoustic tactics, techniques and profi-



Capt. Carlos Chavez

ciency. His direction in the development of a community-wide Naval Aviation Readiness Integration Improvement Program relational database resulted in methods and improvement that are now fleet standards. Chavez has let the MPR community in the implementation of full active reserve force integration and has developed the first ever Wing Weapons Tactics Unit. Upon being relieved, Chavez will report to U.S. Northern Command as chief of staff for integration.

CPRW-2 (provided by Chuck Caldwell)

Commander Patrol and Reconnaissance Wing TWO (CPRW-2) was established at MCBH Kaneohe Bay, Hawaii on 15

October 2003. This will be the new command for all Hawaii-based P-3C Orions squadrons. Until October 2003, these squadrons reported direct to the Commander Patrol and Reconnaissance Wing Pacific Fleet, which moved to NAF Misawa in Japan and was renamed Director Patrol and Reconnaissance Group Pacific. CPRW-1 was split into Commander Patrol and Reconnaissance Force Seventh Fleet (CPRF7F) and Commander Patrol and Reconnaissance Force Fifth Fleet (CPRF5F).

The last of a batch of ten Block Modification Upgrade Program (BMUP) P-3C Orions was delivered to the USN by Lockheed Martin on 21 July 2003, marking the end of a program lasting six years. The BMUP Orions belong to VP-64 and VP-66.

Serious fatigue problems forced the USN to reduce its P-3C Orion fleet from 227 to 150 aircraft. The remaining aircraft will most likely go through a structure improvement program. Another measure to avoid further fatigue problems is to change the deployment schedules. USN VP's normally went on deployment for six months, followed by a training period of 12 months at their home base. This has changed to six-month deployments and 18-month training periods. The squadrons are available for emergency deployments during the last six months of their home based period.

The ramp of the new Forward Operation Location at Hato AB, Curacao (Dutch Antilles) officially became operational last year. The buildings of the FOL became USN property in November. The new ramp has enough space for eight P-3 Orions. Besides Orions of the

USN, Orions of the US Immigration and Customs Enforcement (former US Customs Service) will make use of the FOL facilities. In addition, VQ-2 has a permanent detachment, with one EP-3E, at Hato AB.

Navy decides 'mess' is out and 'culinary' in

By James W. Crawley
Staff Writer/San Diego Union Tribune

For the sailors who cook and manage the Navy's galleys, it's all about respect.

This month, more than 10,000 enlisted sailors got a heaping serving of respect when the Navy changed their job title from "mess management specialist" to "culinary specialist".

"It sounds more professional," said Petty Officer 1st Class Curtis Crenshaw, a newly dubbed culinary specialist, abbreviated CS in Navy short hand. "I like it. It's a nice little title."

No matter the job title, the mess deck sailors are important not only

for sustenance but also for morale.

Food — good food and plenty of it— can be a morale booster for crews on long deployments with few distractions from long workdays.

The name change is part of the Navy's move to update its training programs for enlisted sailors and to orient many of those jobs toward similar civilian positions, said Capt Chris Arendt with the Bureau of Naval Personnel.

Some cooks are getting chefs training from the CIA — not the spies, but the Culinary Institute of America in New York. Sous chef and cuisine chef are terms now used on Navy mess decks.

Navy bean soup and creamed beef are passé. Stuffed turkey medallions and raspberry chocolate tortes are in.

"When I came in the Navy years ago, (cooks) used a lot of canned products. Now, it's more meals from scratch," said Senior Chief Petty Officer Joe Donellan, the culinary specialist adviser at the personnel bureau.



Culinary specialists Benedict Verceles (left) and Sherline Esther prepared a mega-batch of Macaroni and Cheese for the lunch menu at Naval Station San Diego's main galley on a recent day.
(John Gibbins / Union-Tribune)

In addition to culinary specialists, other sailors such as computer technicians and law enforcement personnel are undergoing recurring training and certification programs that mirror those of civilian counterparts.

Culinary specialists aren't just cooks, said Crenshaw, who serves aboard the aircraft carrier Stennis berthed at North Island Naval Air Station.

They manage ship and base food service operations — including catering social functions, ordering supplies, stocking storerooms and giant refrigerators, and running officers' quarters.

The sailors also form the muscle for many ships' fire-fighting and damage control teams. "We stand duty just like the rest of the crew," Crenshaw said.

Personnel officer Arendt said, "Whether they are called mess specialists or culinary specialists, it would be very hard for a ship to get under way without them."

Word of the name change hasn't reached everyone yet.

Crenshaw is getting a lot of people hanging up when he answers the phone in his shipboard office with his new title.

"People think they've called a wrong number," he said.

Bienvenidos a San Antonio

It's now 99% sure that San Antonio, Texas will be the host city for the ninth biennial Patron Four Five Association reunion. Exact dates remain flexible to allow for best possible rate negotiations but we are looking at the October/November time frame.

Two interstate highways and twelve airlines serve the city. If you arrive by air there are several transportation options available to get you to the host hotel: nine on-site rental car agencies plus taxis, buses and shuttles.

San Antonio possesses a charm like no other city in the world. Its cultural heritage represents its dynamic history. It is a city of contrasts: it boasts the relaxed friendliness of a small town, yet it's one of the largest cities in the U.S.

The San Antonio River has been the central focus of San Antonio since the first settlers in the area took up residence along its banks. Because the area was prone to flooding, many argued for paving over the river and using it as a underground storm drain. Instead, in 1914 the city turned the river through downtown into a park.

Today, the River Walk is the heart of the city's tourism business. Its banks are lined with some of the city's most prominent hotels, restaurants, clubs and shops.

San Antonio's historic sites include the Alamo, the Spanish Governor's House and several Spanish missions. San Antonio also has the largest market square outside of Mexico.

There are over 40 golfing venues around the city and a host of excellent restaurants. San Antonio's Mexican food is some of the best.

Opportunities exist for day trips to places like Fredericksburg (71 miles), an early Texas settlement founded by German immigrants. The Main Street shopping district is populated by shops filled with antiques, garden art and high-end housewares. Don't miss the Admiral Nimitz Museum and WWII Pacific War Historical Center.

Travel to Bandera (47 miles) to the "Cowboy Capital of the World" for a real working ranch, cowboy entertainment and a barbecue dinner.

The average daily weather in San Antonio is:

	<u>Oct.</u>	<u>Nov.</u>
Daily Avg Hi	82.0	71.4
Daily Avg Lo	59.4	48.6

More details will be provided as plans are finalized. You can help by completing and returning the enclosed questionnaire. Vice President Jim Means needs a handful of volunteers to help with planning and running the reunion.

In Memoriam



<i>Michael W. Raibley</i>	<i>Pilot & Plankowner VP-205 '42 - '45</i>
<i>Donald E. Milroy</i>	<i>Aircrew '49 - '53 CWO4 (Ret)</i>
<i>Vance A. Schweitzer</i>	<i>Pilot '50 - '52</i>
<i>Richard J. Van Pelt</i>	<i>Aircrew '54 - '56 CDR (Ret)</i>
<i>William F. Kelley</i>	<i>Aircrew '55 - '56</i>
<i>N. Ed Fisher</i>	<i>Pilot '58 - '61</i>
<i>Norman Breadley Sharp</i>	<i>Aircrew mid '60s</i>
<i>Joseph M. Notargiacomo</i>	<i>Pilot (XO & CO) '72 - '74</i>

BUSINESS MEETING MINUTES

(October 16, 2004)

President Leo Cimino called the meeting to order at 09:10 A.M. Leo then reviewed the schedule for the remainder of the reunion. Reunion 2002 Business Meeting Minutes were read by Secretary Steve Riddle. Minutes were accepted as read. Treasurer Dave Johnson presented the financial report. The financial report was accepted as presented. Leo Cimino read the names of shipmates lost since the last reunion. Leo thanked Harry Mendelson, Dennis Trampe, Art Pearson, Bill Berg, Bill Tapp and Hank Ingber for their outstanding efforts recruiting candidates for office.

President Cimino recognized Charlie Fields for his contributions to arranging and coordinating local reunion activities.

Alan Lee, former VP-45 CO, showed the group a hat he was planning to present to CDR Rich Fite, current VP-45 CO. His plan was to have the former VP-45 COs in attendance wear it before presenting it to CDR Fite at the banquet.

There was quite a bit of discussion about VP-45 being down to two airplanes because of maintenance demands on VP squadrons. It was suggested we go on record to let our elected officials in Congress know about the situation. Motion was made and seconded to form a committee to investigate and inform the President about the situation. The motion was accepted unanimously.

The maintenance discussion was followed by a long discussion about how to improve membership and recruiting. When it became apparent the discussions would not lead to conclusions, John Chappell recommended passing the item on to the newly elected officers.

President Leo Cimino read the names of officer candidates for the next term: Genie K. (Gene) Graham – President, James F. (Jim) Means – VP, Patrick J. (PJ) Imhof – Treasurer and Steve R. Riddle – Secretary. A motion was made and seconded to accept the candidates as read. The motion was accepted unanimously.

President Gene Graham then took over the meeting. He dedicated himself and the other new officers to make every effort to recruit new members. He then introduced the new officers.

Gene Graham made special recognition of Dave Johnson, the outgoing Treasurer.

A motion was made and seconded to send flowers to Mary Ann, the reunion coordinator. Her Step-Father passed away during the reunion. The motion was accepted unanimously.

Discussions about the 2006 reunion resulted in a few possible sites: Annapolis, Washington D.C., Gettysburg, Pensacola, San Antonio and Great Lakes. Dave Johnson noted that Pensacola was not a good choice during the hurricane season. President Gene Graham took the recommendations

under advisement and noted that the officers would determine the next site.

There being no further business the meeting was adjourned at 09:55 A.M.

TREASURER'S REPORT

(December 31, 2004)

BANK OF PENSACOLA

Beginning Balance 10/12/04: \$17,919.35

Income:

Dues	130.00
Reunion Income	1,656.00
Donation	<u>125.00</u>

Total Income: 1,911.00

Total Capital: \$19,830.35

Expenses:

Reunion Expense	14,585.96
Postage	155.48
Member Refunds	170.00
Bus Tour Lunches	267.50
Reunion Coordinator	<u>540.00</u>

Total Expenses: 15,718.94

Ending Balance 12/31/04: \$ 4,111.41

SMITH BARNEY MONEY MARKET

Beginning Balance: \$15,802.76

Interest Income: 72.65

Total Money Market Funds \$15,875.41

Total Bank of Pensacola Funds: 4111.41

Total Smith Barney Funds: 15,875.41

TOTAL CAPITAL AS OF 12/31/04: \$19,986.82

Patrick J. Imhof, Treasurer

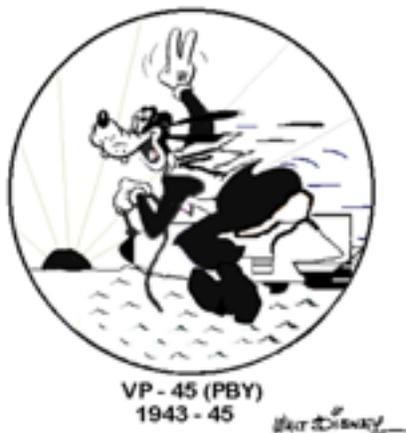
Statement prepared on 1/24/05

From the Treasurer

Thanks to all the members that have paid their dues since I became Treasurer. All the words on all the notes that came with the checks were read and greatly appreciated. To those that apologized for paying late, your apologies were felt and accepted, with no exceptions. Clean slate for everyone!

Please feel free to get Pensacola help here, by mail, phone or email. Also, suggestions/complaints about the association will be welcomed and passed on to the other officers for review/implementation. Your name will/will not be used, however you choose. Put me to work and get some new members!!
Respectfully, P. J. Imhof, Treasurer

PATRON FOUR-FIVE ASSOCIATION



<i>President</i>	<i>Gene Graham</i>
<i>Vice President</i>	<i>Jim Means</i>
<i>Treasurer</i>	<i>Patrick Imhof</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. P. J. Imhof, Treasurer; VP-45 Association; 3204 E. Moreno Street; Pensacola, FL 32503-6529. 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 is a reminder that your dues will soon be delinquent.*

From the Editor

Fellow members, please complete the questionnaire that was included with your newsletter and return it to me as soon as possible but no later than 1 May 2005. Your input is needed to help the Board reach a decision on several important items.

As President Gene Graham mentioned on page 1, we now have an official Patron Four Five Association website. If you haven't already done so, go to www.vp45association.org and check it out. We're hoping the site will not only provide a convenient way to communicate with existing members but will also be an aide to recruitment of new members. Let potential prospects know about the site. Inputs for the site are welcome.

We are also investigating ways to cut the costs for publishing and mailing newsletters. One way you can help is to consider having your newsletter copy emailed. Check the questionnaire for this topic.

I know it seems early but our next reunion will be here before you know it! Vice President Jim Means is already working hard on it and will need some help pulling it off. Check 'yes' on the questionnaire and get involved.

Another item on the questionnaire involves changing the association accounting year (currently November 1 through October 31) to January 1 through December 31. This is being proposed to help members remember the date dues are payable. Your newsletter mail label tells you the year your dues are payable. For example, an '05' on the label indicates dues are paid through 2005 and that your 2006 dues are payable 1 January '06 (become delinquent after 31 January '06). Check your label and make a note of *your* year. Collecting delinquent dues is costly and disrupts the Treasurer's cash flow planning.

I need new articles, photographs and stories. Any information from the many P3 deployments to Puerto Rico, South America, Iceland, Spain, Azores, Italy and other places would be great.

Steve Riddle, Secretary
Patron Four Five Association
PO Box 123045
Fort Worth, TX 76121-3045
(817) 244-2703
s.riddle@ieec.org

PATRON FOUR-FIVE

Pelican Post

A S S O C I A T I O N



September 2005

Newsletter #36

From the President.....

Fellow Pelicans, San Antonio is a beautiful city, has lots of things to do in and around the city and the food is great. Jim Means and Steve Riddle have been hard at work getting things in order for our next reunion. They have been working on tours that will be of interest to everyone. Now things are up to the rest of us, that is, get in touch with as many of our shipmates as possible and convince them to join us in San Antonio. This is an ALL HANDS effort. All of us who have attended the reunions in the past know that the best part of the reunion is running across someone you have not seen since you left the squadron.

On a more serious note, in the last newsletter you will recall I had just returned from the funeral of Joe Notargiacomo (VP-45 XO/CO 72-74) who had just died from a heart attack. As I sit here writing this note, I am recovering from quintuple bypass surgery. The Great Commanding Officer above was watching out for me in that when the pain started (not much pain, none shooting down

*THE DATE HAS BEEN SET
THE HOTEL HAS BEEN SELECTED
SAN ANTONIO HERE WE COME*

my arms or legs; it just wouldn't go away) I headed for the Emergency Room. Fortunately I made it before the heart attack and therefore had no damage to the ole ticker. I only share this with you to encourage you to be mindful of your body when it starts talking.

Best wishes to everyone and I will see you in San Antonio!!!

Gene Graham

From the Vice President.....

Fellow Pelicans, Red Darters, Suzi and I just returned from a fact finding trip to the location of our next REUNION. It's not too early to start planning for what I hope will be one of the high light reunions of all times. SAN ANTONIO, TEXAS is prepared to open it's arms and welcome our Squadron at the end of Oct 2006.

We will be staying at the Luxurious Double Tree Hotel San Antonio Airport. The rooms are fantasti-

cally large and well equipped with many free amenities. We will have complimentary transportation to and from San Antonio Airport and North Star Mall. Sorry fellows, Suzi saw this mall and went into a near state of shock. It has everything.

Some of the events we have planned are 1. A Group Dinner on the Riverwalk & Cruising the Famous San Antonio River, 2. Institute of Texas Cultures & The SAS Shoe Factory, 3. Sightseeing Tour of San Antonio, 4. A Group Dinner at the Longhorn Ranch, 5. A tour of the National Museum of the Pacific War in Fredricksburg, 6. A "Remember the Alamo" tour, 7. A Gala Banquet Dinner, and many more events.

So start your planning now for a big "YA WHOO" in San Antonio. Be sure and contact all of your squadron mates who do not belong to the association and get them signed up. If we want this great organization to keep going it is up to each one of us to contact at least 3 of our best buds and get them to join. I look forward to seeing you all soon.

Jim Means

One Hundred & Five Members Respond to the March 2005 Questionnaire
Thank You!!!!!!

Responses from members represented a good cross section of our organization and provided the following results. (1) A majority of our members want to continue receiving their newsletters by 'snail mail', a result that is easily understood in view of the time required to download the letter on some of the slower email systems. (2) Most responders are OK with their names appearing on the vp45association website. (3) Association bylaws changes were approved. (4) Sixty six percent of those responding plan to attend the San Antonio reunion and twelve percent may attend. Twenty two percent do not plan to attend. (5) About half of those planning to attend are interesting in hotel days before or after the reunion. (6) One third of the people planning to attend are interested in spending some time in Corpus Christi before or after the reunion. (7) Members planning to come to San Antonio are interested in touring the local attractions with the most interest being dinner on the riverwalk and a river cruise. (8) Almost half of those planning to attend indicated a willingness to help Jim Means by standing watch in the ready room or at the check in desk. ED

Membership Questionnaire March 2005

Part A (Newsletter)

1. Will you agree to receive your newsletter by email? Yes No

Part B (Website)

1. Will you allow your name to be placed on our website? Yes No

Part C (Association Bylaws)

1. Article III (Membership) states annual dues are payable by November 1 of each year. To make the date easier for members to remember, it is proposed to change the annual dues payable date to 1 January of each year. Do you agree? Yes No

2. Article IV Section 5D3 (The Secretary) states that the Secretary shall keep an Informal Running Log in writing of all correspondence and association activities that are reported to him. It is proposed that it be changed to read 'The Secretary shall keep a record in writing or in computer files of all correspondence and association activities that are reported to him'.

Do you Agree? Yes No

Part D (Reunion 2006 General Questions)

1. Do you plan to attend the 2006 Reunion in San Antonio? Yes No
2. Are you interested in staying before or after the reunion at the hotel rates negotiated for the reunion? Yes No
3. Are you interested in a short (on your own) stay in Corpus Christi before or after the reunion? Yes No

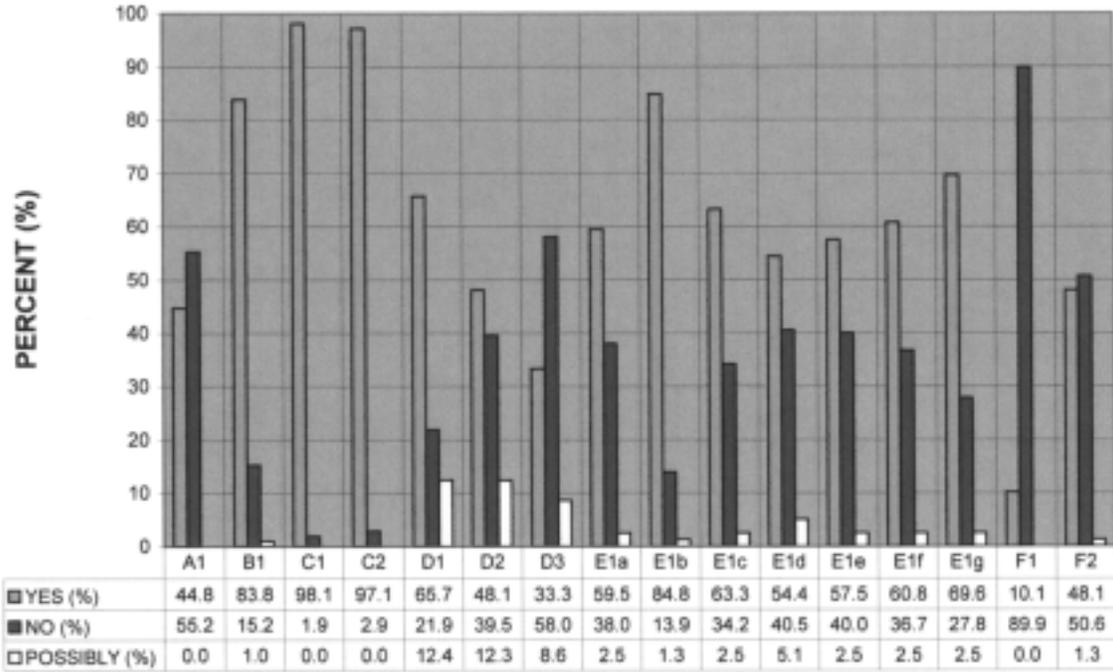
Part E (Reunion 2006 Activities)

1. Are you interested in:
a. Tour of the Alamo including Imax Theatre Presentation? Yes No
b. Dinner on the Riverwalk and riverboat ride? Yes No
c. Day trip to Fredericksburg and tour of Admiral Nimitz Museum and Museum of WWII in the Pacific? Yes No
d. Evening trip to Bandera with visit to ranch with barbeque dinner and cowboy entertainment? Yes No
e. Tour of San Antonio including the Alamo, the Spanish Governor's House and Spanish Missions? Yes No
f. Visit to the Market Square (largest market outside of Mexico)? Yes No
g. On your own shopping and dining on the Riverwalk? Yes No

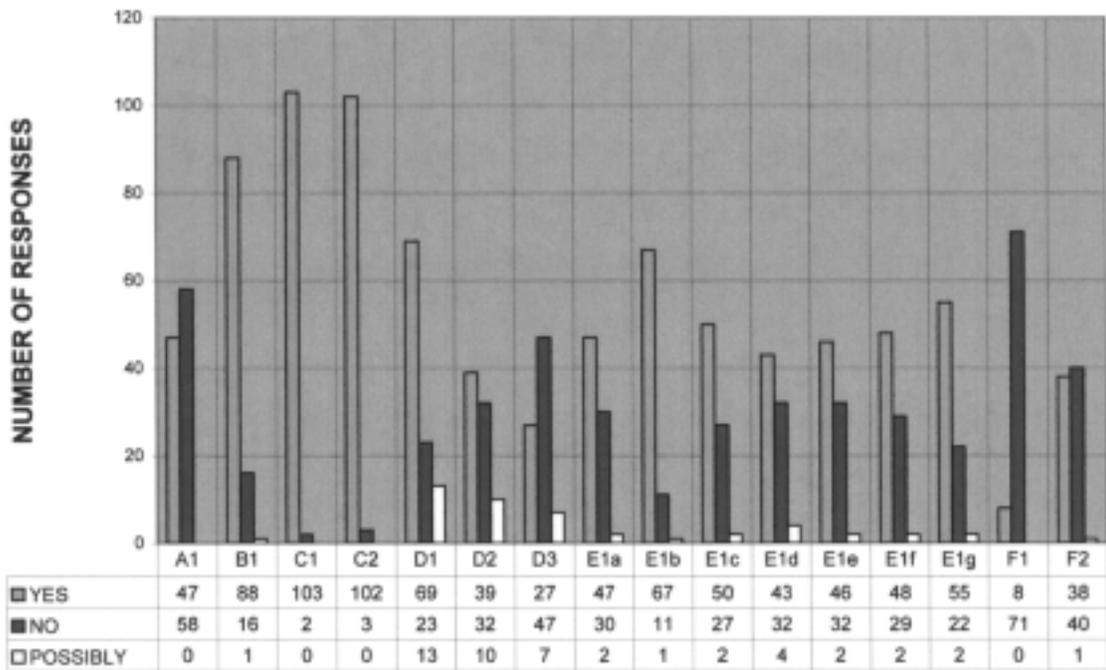
Part F (Reunion Help for Vice President Jim Means)

1. Will you help coordinate local San Antonio arrangements? Yes No
2. Will you help man the sign-in desk and/or ready room? Yes No

QUESTIONNAIRE SUMMARY CHART
March 2005



QUESTIONNAIRE SUMMARY CHART
MARCH 2005



In Memoriam



<i>Wendell W. Bemis</i>	<i>Pilot (XO & CO) '50 - '52</i>
<i>T. Miller Carmichael</i>	<i>Pilot '59 - '62</i>
<i>John R. Chappell</i>	<i>Pilot (OPS-XO-CO) '61 - '63</i>
<i>John D. Collins</i>	<i>Pilot (CO) '63 - '64</i>
<i>Phillip G. Morris</i>	<i>Aircrew '51 - '53</i>
<i>Glenn A. Wilson</i>	<i>Pilot '52 - '53</i>

GENERATIONS OF VALOR



Pearl Harbor survivor Houston James of Dallas embraced Marine Staff Sgt. Mark Granke Jr. during a Veterans Day commemoration in Dallas. Granke lost a hand, a leg and an eye when he defused a bomb in Iraq last year. This week's images of U.S. troops in combat in Fallujah deepened the day's significance for many who attended tributes held in San Diego and across the nation. *Associated Press*

I'm Free

Provided by Jan Carmichael

Don't grieve for me, for now i'm free
I'm following the path God laid for me.
I took his hand when I heard him call
I turned my back and left it all.

I could not stay another day
To laugh, to love, to work or play.
Tasks left undone must stay that way
I've found that peace at the close of day.

If my parting has left a void
Then fill it with remembered joy
A friendship shared, a laugh, a kiss.
Ah, yes these things I too will miss.

Be not burdened with times of sorrow
I wish you the sunshine of tomorrow.
My life's been full, I savored much.
Good friends, good times, a loved
ones touch.

Perhaps my time seemed all too brief
Don't lengthen it now with undue grief.
Lift up your heart and share with me.

Author Unknown

RADM Ronald F. Marryott, USN (Ret.) Class of 1957

It is with great regret that we advise you of the death of Rear Admiral Ronald F. Marryott, USN (Ret.), the 52nd Superintendent of the Naval Academy and former President of the Alumni Association. Ron passed away on Friday evening, June 3rd. His funeral will take place at the USNA Chapel next week, with the time and date to be determined.

Ron Marryott, USNA Class of 1957, was a man of ideas, a doer, a contributor. He was the initiator of our Distinguished Graduate Program and was himself selected as a Distinguished Graduate last year.

Ron will be missed by the Naval Academy, the Alumni Association and all who knew and respected him.

Carlisle A.H. Trost, USNA Alumni Association

Email, Messages, Letters & Notes

Dear Steve:

Your "Patron Four Five" publication (March 2005) recently arrived and I enjoyed the article on the "Panama Canal Zone". As a young boy, I lived at Coco Solo (1952-1955). My father (Glenn A. Wilson) was a naval aviator and our family was stationed at the seaplane base.

I'm sorry to inform you that my dad passed away in January 2004. He loved flying and was proud of his 25 year naval career. You may remove his name from your active roster - good luck with the publication.

Sincerely
Glenn A "Russ" Wilson, Jr.

Dear Steve:

It saddens me to tell you my husband Miller "went west". He was diagnosed December 29th with lung cancer. The tumor was inoperable due to size and location. He was in Bermuda with John Chappell and Billie told me John also passed in June.

Jan Carmichael

Dear Fellow VP-45'ers:

With much regret I report that John Chappell passed away on 9 June 2005. John had been diagnosed with lung cancer about two years ago which seemed to have been successfully treated. It reoccurred a short time ago and while it was being treated his physicians additionally diagnosed leukemia. Billie said that he lived just a very few weeks and it was the leukemia from which he died.

Mort Eckhouse

Dear Shipmate Steve:

Like all water birds, I have given up the cold north and flew south. I will stay here until I go to that contact in the sky.

Rich Bernal
530 Portofino Dr.
Poinciana, FL 34759-7435
863-427-7435

I found a lost Pelican (Capt. Gene Summerlin). Please send him a membership package to the address enclosed.

VR
Rich Bernal

Hi Steve:

I saw the below in *Military*. I don't know if you are a subscriber, but it was interesting to me - could be for the PP.

"It is now a bit easier for former service members or their next of kin to acquire their service records. Simply go to www.archives.gov/facilities/mo/st_louis/military_personnel_records/standard_form_180.html and follow the directions. The records are sent electronically. We have been to the site and it is very friendly; we will be using it ourselves soon.'

I went there also, and the site provides a PDF form to fill out and instructions on where to send it for the info. I will try it also and see what happens, but others may not be aware of it.

Fair skies ... Chuck

Dear Steve:

The VFW magazine has a section on reunions and claims. I have

never seen the VP-45 Association reunion listed. It might be a good idea to advertise in it and the American Legion magazines to find more fore members of VP-45.

I looked for years trying to find something about the VP-45 Association.

Also, I believe Charles Worthington passed away in 2004.
Gordon L. Ackers

Dear Steve:

There is no mention of the deployment to the Rappahannock River where we were supported by the Albemarle Sound for about one week some time (I think) during 1960.

This event sticks in my mind because it was on this deployment that we (crew 8) made our open sea landing in Pocomoke Sound because the sea lane near the tender was socked in.

Stu Babins

Dear Steve:

As I read the last newsletter again, I came across the request for removals from the SNAIL MAIL list. So be it. Glad to help save money. When you activate the service, please remove us from regular mail and include us on the email version.

T.Greg Evans

Hi All:

The PBY is finally going to get some publicity from the Postal Ser-

vice. Some of you may want to get at least one stamp for your own historical reasons.

According to an USPS official, the “American Advances in Aviation” stamps, including one showing a PBY-5 Catalina, will be issued



on 29 July at Oshkosh, WE (eaa.org) and at a stamp show in the Washington, DC area.

The PBY depicted (14-P-11) is a PBY-5 of VP-14, BuNo. 2291. Following is a brief narrative provided by Ragnar J Ragnarsson (Iceland) of the aircraft's history.

BuNo. 2291 was the third production PBY-5 and the second delivered to the Navy. It was received by VP-14 at San Diego exactly one year to the day before Pearl Harbor, on 7 December 1940, and was one of several PBY-5s transferred to the East Coast for Neutrality Patrol duties. On 2 January 1941, while on a ferry flight from San Diego, it encountered severe weather over Texas and five of its crew parachuted. One of them was killed when he apparently dropped out of his parachute harness after bailing out. Two of the plane's pilots, including the PPC, remained with the plane and made a successful forced landing on a mud flat in southern Texas. The following day they managed to take it off the mud flat and fly it to Corpus Christi where it arrived undamaged.

One week later, on 9 January 1942, BuNo. 2291 was assigned to

VP-52 at Norfolk, and later Argentina, Newfoundland, receiving the side letter 52-P-11. It was while based at Argentina that #2291 took part in a near-disastrous search for the German battleship Bismarck south of Greenland. Unable to reach Argentina due to weather they landed at Forteau Bay, Belle Isle Strait, Labrador, where, during a storm NAP Bob Weber was swept overboard, but saved by local fishermen. The plane was holed by ice flows and beached. Following repairs it returned to Argentina 27 May 1941.

In June 1941 #2291 was assigned to VP-81, Norfolk (formed from BP-43 on 1 July 1941), and two months later to VP-51 working out of Norfolk and Bermuda. Following the Japanese attack on Pearl Harbor, VP-51 was ordered from the U.S. East Coast to Hawaii, arriving there on 21 December. Once in Hawaii all of VP-51's PBY5s were transferred to VP-22 (22-P-7) and then flown to Java in the Netherlands East Indies.

On 15 January 1942, while landing at Ambon, NEI, #2291 was strafed by Japanese fighters and damaged. Ten days later it was destroyed on the ramp at Ambon by Japanese bombing.

Roger Ferguson

Hello Steve:

I received the roster and newsletter yesterday -- Many thanks! I enjoyed seeing the names of so many old shipmates, but was surprised at the number of members in my time frame in BDA who have passed away, or who are represented by their spouse.

Do you happen to remember an

AT1 named Brantley? He served with me on 5 boat in '57-'58 or an AE1 named Mins?? He was on EE1, I think in '58 & '59, both in BDA. I didn't see either on the roster.

I think you've done a great job with the website, and I appreciate the welcome I've received. Thanks again for the mail.

Regards,

Jack Key

Hello Steve:

My novel “GIDEON'S TRUMPET” will be published later this year. It contains almost a chapter and one half of VP-45 references, a flight sequence from BDA, and descriptions of NOB, etc. Of course it is fiction, and the characters are composites, but I've used a lot of info I've learned from the Association, as well as some old renewed memories from some members, and photos that helped with details, etc.

I'd like to have the Association's permission to list it in the Acknowledgements Page.

I've already received permission from the Bermuda Government to list them for descriptions, current info, maps, etc. they supplied to me. The Glenn L. Martin Aviation Museum will also be acknowledged for their assistance with the P5M histories, pictures, A/C construction, updates, etc.

The story is really about a present-day conflict with China and Cuba, and a nuclear 9/11- type attack, but there are several flashbacks to the 1950's, BDA, VP-45, TN and DE.

The principal characters are a retired Admiral and his Bermudian

wife Helen. The work will be published by an imprint of Random House Publishers, and I have taken the liberty of having the Association placed on the publisher's pre-publication announcement list.

May I have your comments, if any, and a written permission to list the Association in the Acknowledgements??

Thank you,
Jack L. Dey, Ph.D.

(bio text)

JACK KEY is a Tennessean, a writer of both nonfiction and novels, and a U.S. Navy veteran, trained in naval aviation during the Cold War.

After earning his doctorate in the medical sciences, he became involved in nuclear medicine imaging research and experimental medical equipment since 1982. He lives in Knoxville.

(synopsis)

GIDEON'S TRUMPET IS THE STORY OF EACH OF US, AND WHAT CAN HAPPEN WHEN THE RULES OF THE CIVILIZED WORLD VANISH...

Castro's Cuba and Communist China have formed an alliance to attack the United States politically and militarily. Nuclear rockets are targeted and launched from Cuba on major American cities for 9/11-type attacks. Turncoat politicians in Washington then plan to surrender, and co-rule America with the Chinese.

Dear Steve:

Ann and I want to thank you for sharing your talents in provid-

ing outstanding service to our Patron 45 Association! Besides being our distinguished Secretary for several terms, you are also a fine PAO, recruiter- having continued your love for your squadron, the "Best Patron" - continually (and continuing today) - starting with your performance in the Avionics Division.

We are looking forward to San Antonio and seeing you and our "Mates" again. Our oldest Grandson lives in your area with his wife and four kids. He is a U of TX graduate in Human Resources.

Don Porter

From the Arizona Republic Online

Complaint: Jun. 23, 2005 12:00AM
A wake-up call from Luke's jets.....

"Question of the day for Luke Air Force Base: Whom do we thank for the morning air show?

Last Wednesday, at precisely 9:11 a.m., a tight formation of four F-16 jets made a low pass over Arrowhead Mall, continuing west over Bell Road at approximately 500 feet. Imagine our good fortune!

Do the Tom Cruise wannabes feel we need this wake-up call, or were they trying to impress the cashiers at Mervyns' early-bird special?

Any response would be appreciated."

Response:

Regarding "A wake-up call from Luke's jets"

On June 15, at precisely 9:12 a.m., a perfectly timed four-ship of F-16s from the 63rd Fighter Squad-

ron at Luke Air Force Base flew over the grave of Capt Jeremy Fresques.

Capt Fresques was an Air Force officer who was previously stationed at Luke Air Force Base and was killed in Iraq on May 30, Memorial Day. At 9 a.m. on June 15, his family and friends gathered at Sunland Memorial Park in Sun City to mourn the loss of a husband, son and friend.

Based on the letter writer's recount of the flyby, and because of the jet noise, I'm sure you didn't hear the 21-gun salute, the playing of taps, or my words to the widow and parents of Capt Fresques as I gave them their son's flag on behalf of the President of the United States and all those veterans and servicemen and women who understand the sacrifices they have endured.

A four-ship flyby is a display of respect the Air Force pays to those who give their lives in defense of freedom. We are professional aviators and take our jobs seriously, and on June 15 what the letter writer witnessed was four officers lining up to pay their ultimate respects.

The letter writer asks, "Whom do we thank for the morning air show?"

The 56th Fighter Wing will call for you, and forward your thanks to the widow and parents of Capt Fresques, and thank them for you, for it was in their honor that my pilots flew the most honorable formation of their lives.

Lt. Col. Scott Pleus
CO 63rd Fighter Squadron
Luke Air Force Base

An Old Farmer's Advice
Words that soak into your ears are
whispered...not yelled.

Sea Stories

Dear Steve:

I am sending a crew picture of Jarrell Yates and myself while we were serving together in VP-205. Jarrell wrote an article in an earlier newsletter about the three plane crews we lost in the Carribean. I was a member of two of the three plane crews at one time or another. I made rates and moved to other plane crews. Can you send me Jarrell Yates address?

Quinton Williams AOM
VP-205 (42-45)

A few minutes later a squadron mate screamed "something is crawling on me." Another said "something is biting me." Then someone else said "turn on the lights."

After turning on the lights, a close inspection revealed that the bed was crawling with bedbugs which resulted in all of us spending the remainder of the night on the floor trying to sleep.

The next day we took all the bed pads down to the drill field and burned them, took all the beds outside, spayed gasoline on them and

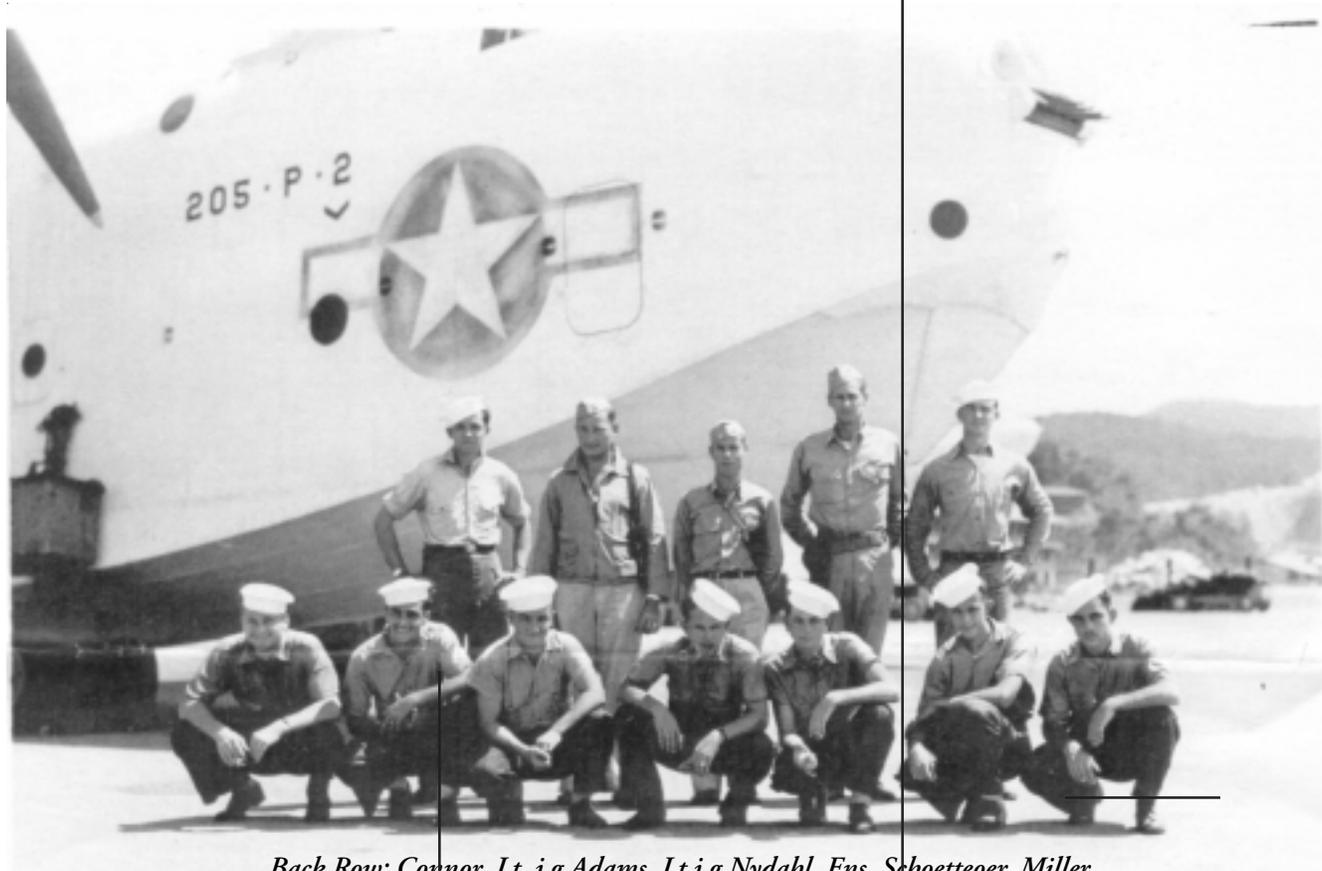
and he was a pilot. Later he made Chief and was eventually promoted to Lt.j.g.

We had several AP's thru 1943 but they all became Lt. j.g.s. Some of the AP's were the best of our pilots.

I am enclosing a crew picture of my group with hopes of seeing it in a future newsletter.

Remember, this was over 'sixty' years ago! I'm now 85 yrs old.

Jarrell Yates AOM
VP-205 (42-45)



*Back Row: Connor, Lt. j.g.Adams, Lt.j.g.Nydahl, Ens. Schoetteoer, Miller
Front Row: Cathey, Mazzone, Kostyk, Yates, Williams, Thwaites, Chrisman*

Dear Steve:

We traveled from Norfolk to San Juan, PR on a tin can and arrived ready for a good nights sleep. Shortly after arrival at the island we checked into the barracks, switched off the lights and turned in for the night.

VP-45 ASSOCIATION NEWSLETTER

cooked the bugs. After hosing off the beds we returned them to the barracks.

With new bed pads we slept like babies the following night.

The first person I remember meeting was a first class petty officer

Dear Steve:

In August 1945 VP-205 was flying out of Saipan always heading in the direction of Japan. When the atomic bombs were dropped on the 6th and 9th we all knew that we would be going home soon.

On the morning of the 10th we were told that our crew would be taking a photographer to the coast of Nagasaki to film the results of the bomb that was dropped on the 9th.

When word got out 20 or 25 members came to the ramp and gave me their cameras to film what I could and I did.

We stayed about 3 1/2 to 4 hours flying up and down the coast until the photographer was satisfied that he had covered everything, then we returned to Saipan. We saw total destruction.

When we arrived at the ramp there were 2 LT's waiting and they asked if we had cameras. I said yes and they asked if they could see them. I handed them the cameras and they removed the film and handed the cameras back to me.

The LT's did not come on the plane; but I feel that we had some people on the flight deck that took some pictures but they said 'no' when asked if they had cameras.

Jarrell Yates AOM
VP-205 (42-43)

Dear Steve:

You asked about my memories of the Cuban missile crisis. When the lid first blew off on the missile crisis, VP-45 underwent the damndest experience I had ever encountered. There was no flight schedule. When your crew came to the top of the list, out you went; 12 hours or so. Next crew went 2 to 3 hours later. When your crew got back, it went to the bottom of the "flight schedule" until you bubbled to the top again. This went on for days. (In my memory it seemed like weeks). This all took place before our actual deployment to Gitmo.

I can tell you of a couple of incidents on our Gitmo deployment. At the time, I was one of three Air Intell officers (Floyd Painter, Bill Rodriquez and I). Eight on, 16 off, occasional flights in between. Briefings at 0800 for the base Admiral (name escapes me). He was highly ticked off because the JATO on our 0600 launch occurred just in front of his quarters. When we rotated out, we gave the Admiral a spent JATO bottle for a butt kit.

On another a.m. briefing (mine) we pasted 8x10 glossies of vessels we tracked on a large roll out board. On this occasion, many got caught and peeled off. I told the Admiral that some days nothing seemed to go right. He allowed as that seemed to be our case most of the time. Then he noted that one of the photos had a vessel listed as heading East, yet it appeared to be heading West. I told him that was because we took the photo from the other side!! Part of the AM briefing was by a CDR ("Water Condition Charlie"---afraid of his own shadow) giving the Admiral the latest stats on base water supplies (at that time the base depended heavily on water from Castro). Said CDR was a genuine 'nervous nellie' and after the briefing reamed me out for not showing proper respect for the Admiral. Being tired, and a bit ticked off, I told him, "Hell CDR, he laughed at me; he snored when you were on." That didn't win me any points.

Suffice it to say, most of the happy memories of my abbreviated Navy career were spent in VP-45--in what we then referred to as "these trying times" and now refer to as "the good old days."

Fair seas and following winds,
Cliff Oberlander

Dear Steve:

A wife's perspective ---

We were pretty much able to take care of ourselves, as we had become accustomed to do. As I recall we did play a lot of bridge, among other things. One Saturday night some of us were playing bridge with a couple of VP-49 wives. They kept complaining that their husbands had to fly on Saturday night!! We just looked at each other and let it go at that. I guess the war was supposed to be called off on Saturday nights.

Cliff often said we could get up a bridge game faster than you guys could take off on an unexpected flight. We actually did! One day I had to stay home to wait for a plumber, so three other wives put children and playpens in their cars and came over for bridge. We waved at the plane as it went by my house on Gibbs Hill. We could actually see the pilot.

Then there was the time when some of the squadron was deployed to Gitmo, and I came real close to delivering a baby! B.J. and Roger Peck were expecting their second child, but not for another 5 weeks. We had to go all the way to the Air Force base. B.J. delivered before they could get her to the delivery room. Several of us visited her when the AF allowed it (military hospitals were ridiculously strict in those days) and we took care of her 2 year old son until the squadron could arrange to get Roger back. (We did do more than play!)

I guess what we got out of that experience more than anything else is that we helped each other thru a difficult time. We played together, cried together, helped each other with various problems, boosted each other, cared about each other. We

were a close family. And even today, those are the closest friends we have after over 40 years. Navy is a way of life that civilians will never understand. I grew up in that life (15 schools in 12 years) and married into it. When I complained to my mother, she didn't give me any sympathy. She just told me a worse story. We had to learn to be self reliant. Our husbands had to be able to count on us. I think Navy wives are a very special breed of people and I was very proud to be a part of that.

VP-45 was Cliff's first squadron, and the best. We went thru tough times and great times. There is a very special place in my heart for all of it. That's why the reunions mean so much to us.

Jeanne Oberlander

Thanks Jeanne! It's always a pleasure to hear from our spouses. ED



Return of LN-6 from Gitmo

Dear Steve:

One night during a deployment to Gitmo I was ordered to stand a

bouy watch on someone else's Aircraft even though there were two PPCs in the crew. I didn't have time to get a 6 pk but I did have a bottle of Beefeater. Knowing we have OJ on board that is what I took. Well there were four of us and "one can of OJ" from a box lunch. We had a great watch and at the reunions we still talk about it.

"anonymous"

Bermud Maritime Museum

Dear Pat:

We finally have a plaque commemorating the loss of your shipmates. Dr. Harris is having a mahogany backing made for it. I know you will be pleased. The plaque will have a center position over the main fireplace in the U.S.Navy Room at the Bermuda Maritime Museum. Will have photo taken when in po

sition.

Ken Henneberger and I visited the room last Thursday. Ken has offered

his Cruise Book '62-'63. He also provided the arm band he wore at the funeral...Also a photo of LN3 with a large group of Squadron Flight Crew Members in the foreground.

Feel free to distribute Dr. Harris' Article. Fortunately he is very supportive of the U.S. Navy Room.

Hope and trust all is going well.

Yours aye...Andrew Sinclair

MMA- designated P-8 to replace P-3 Orion

By Renee Hatcher, MMA Public Affairs

The Multi-Mission Maritime Aircraft (MMA) received its mission design series designation on March 30. MMA will not be identified as P-8A.

The P-8A MMA is the Navy's replacement platform for the P-3C Orion, securing the Navy's future in long range patrol. The primary mission of MMA is to provide persistent anti-submarine warfare.

In addition, MMA will contribute to anti-surface warfare and intelligence, surveillance and reconnaissance warfighting capabilities as defined in the Sea Shield and FORCENet elements of the Navy's Sea Power 21.

The U.S. Air Force is the Department of Defense executive agent for designating and naming aerospace vehicles. The popular name that will follow the P-8A series designation has been submitted for approval.

Naval Air's (NAVAIR) Maritime Surveillance Aircraft Program Office in Patuxent River, Md. administers the P-8A MMA Program.

NAVAIR is working closely with
(continued on page 12)

A tugboat pulls the Soviet-era Foxtrot submarine to its new home in San Diego Bay. Nancee E. Lewis/Union-Tribune photos



VP45 Visits NAS Twin Cities in 1964 to demo P3 to reservists. Eckhouse & McLaurin, et al

Air Crew, Cdr Malcolm C. Mcgrath, USN, Commander, Patrol Squadron 205 ca.15 August 1943. Rear row, center - Cdr McGrath Rear row, 3rd from left - Ens. Robert F. White, USNR



(MMA from page 10)
the Boeing Company as an integrated product team.

The program is currently in the system design and development phase. Initial operating capability is scheduled for 2013 with full operational capability planned for 2019.

Battle of Midway The Incredible Victory Norfolk Virginian-Pilot

June 4, 1942. The date is as far away from us today as it was, then, from the Spanish- American War. Most Americans alive today were not even born then. Yet the battle for control of the tiny Pacific island of Midway fought that day - less than six months from America's apparently crushing defeat at Pearl Harbor - was the turning point for the war in the Pacific, a victory won against all odds, almost against reason.

Hindsight tells us that Japan, in attacking Pearl Harbor, bit off more than it could chew. (Throughout the war, the United States allocated only 10 percent of its military resources to the Pacific theater.) But knowing what *did* happen, makes it hard, sometimes, to realize what *might have* happened. In particular, it makes it hard to remember how unlikely it was that the turning point in the Pacific should take place only six months after Pearl Harbor.

No one has ever improved upon this description of the significance and nearly miraculous nature of the Battle of Midway by Walter Lord in the foreword of *Incredible Victory*:

"By any ordinary standard they were hopelessly outclassed.

"They had no battleships, the enemy eleven. They had eight cruisers, the enemy twenty-three. They had three carriers (one of them crippled); the enemy had eight. Their shore defenses included guns from the turn of the century.

"They knew little of war. None of the Navy pilots on one of their carriers had ever been in combat. Nor had any of the Army fliers. Of the Marines, 17 of 21 new pilots were just out of flight school - some with less than four hours' flight time since then. Their enemy was brilliant, experienced and all-conquering.

"They were tired, dead tired. The patrol plane crews, for instance, had been flying 15 hours a day, servicing their own planes, getting perhaps three hours' sleep at night.

"They had equipment problems. Some of their dive bombers couldn't dive - the fabric came off the wings. Their torpedoes were slow and unreliable; the torpedo planes even worse. Yet they were up against the finest fighting plane in the world.

"They took crushing losses - 15 out of 15 in one torpedo squadron ... 21 out of 27 in a group of fighters ... many, many more.

"They had no right to win. Yet they did, and in doing so they changed the course of a war. More than that, they added a new name - Midway - to that small list that inspires men by shining example. Like Marathon, the Armada, the Marne, a few others, Midway showed that every once in a while 'what must be' need not be at all. Even against the greatest of odds, there is something in the human spirit - a magic blend of skill, faith and valor - that can lift men from certain defeat to incredible victory."

That incredible victory (the first naval action in history fought by airpower, with the fleets never coming within gunnery range) was won by men in their 20s and 30s, now aging veterans, who deserve to be remembered. Their battle was an epic - rarely equaled and never surpassed in history - of bravery against odds. It is a memory to cherish.

Power of the Chief

As a crowded airliner is about to take off, a five year old boy, who picks that moment to throw a wild temper tantrum, suddenly shatters the peace. No matter what his frustrated, embarrassed mother does to try to calm him down, the boy continues to scream furiously and kick the seats around him. Suddenly, from the rear of the plane, an older man in the uniform of a US Navy Chief begins to make his way up the aisle. Stopping the frustrated mother's upraised hand, the white haired, courtly, soft spoken Chief leans down and, motioning toward his collar, whispers something into the boy's ear.

On his way back to his seat one of the cabin attendants touches his sleeve. "Excuse me Chief", she asks quietly, "could I ask you what magic words you used on that little boy?" The Chief smiled serenely and gently confides, "I showed him my anchors, service stripes and battle ribbons, and then explained to him that they entitled me to throw one passenger out of the plane."

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff."

Out of the Straits of Magellan Aboard the USS Ronald Reagan



From CAPT Jim Symonds, USN, CO of USS Ronald Reagan. Message sent just after transiting the Straits of Magellan last week.

“Good day all, We’re in the Pacific Ocean, having transited the Straits of Magellan on Sunday and Monday (Days 25 and 26) beginning at 0500 local (same as EST) on Sunday - we think the first nuclear aircraft carrier to do so. It was an amazing two days capped by absolutely breathtaking scenes yesterday.

This idea began with a nudge from the Chilean Navy. They told one of my officers at a planning conference some months ago we’d be foolish to do other than go through the Straits in the Winter. The storm track moves North and uncovers the Strait for the most part. My Navigator, Capt (sel) Terry Rucker, and his team attacked the plan and worked on it for months.

They conducted liaison with a Chilean officer attached to Fleet Forces Command (former Atlantic Fleet) in Norfolk, they communicated with Chilean pilots who guide ships through, and they prepared briefs for me and the Admiral. We brought on board two Chilean Navy pilots in Rio, they got the feel of the ship during the few days transit.

At 0500 Sunday we saw flames atop oil platforms in the Atlantic side approaches. Very eerie, the same as in the Southern Arabian Gulf. We went through two initial narrows, Primera and Segunda Angostura, in low clouds and drizzle. We anchored at Punta Arenas, Chile at 1400. It is a gorgeous city of 150,000 right by the Strait and at the bottom of a gently sloping mountain of about 2000 ft. The Admiral, his Chief of Staff, CAG, and I were invited to dinner at the home of the Admiral in this zone. He had visited the ship earlier in the day. A great meal of beef (of course) and a bit of Chilean wine was served. Very nice home, very nice time.

We weighed anchor at just after 0500 Monday morning. (Oh by the way, the sun didn’t come up until 0900 each day, and set promptly at 1630.)

After a two hour transit through fairly open waters, we turned due West at Cape Forward, our southern most latitude of the trip. We logged it (South 53 degrees 54.8 minutes at 0750 local) and turned to NW a few minutes later.

The early twilight backlighted a cross on a small mountain hard by the Straits behind us. Apparently the cross was put there to commemorate the visit of the Pope when he mitigated a dispute over these lands between Chile and Argentina. Chile owns the entire Straits.

The air temperature was 38, just about the same as the water temp. The weather was much better than the first day. Had some low scudding clouds at about 3000 ft, unrestricted visibility. About 15 knots of wind from the North. The water was calm until we broke out into the larger part of the Straits later on. The water is amazingly deep. Not very far from land on both sides, less than half a mile, we would have 500 - 700 feet beneath the keel. More on that below. This was the 21st, Monday, and the 22nd, today, is the Winter Solstice, just about now as a matter of fact - about 0800 local. The sun rose yesterday at about 030 degrees (30 right of North).

At 1100 we had long shadows across the flight deck. The first of three "paso's" - passes - is Paso Ingles. It is pretty straight and lined with 2000 to 3000 foot mountains. Through the valleys between them we could see higher mountains, up to 4500 feet, and even a few glaciers. We had seals swimming and leaping near the ship, and XO said he saw penguins on the beach through the "big eyes" - our big binoculars. (Well, that's what he said.)

At the end of Paso Ingles there is a branch to the right in an opening. Through the opening was the shot of the day. A further mountain was lit in the sun, while the close mountains were still dark. There was a hill aside the branch which displayed brown colors, and had clouds laying on it. A great 16x20 for any wall. There is a shot attached of the ship in front of it. (I'd have sent more, but don't want to clog our bandwidth.) Think this will make a great going away present for folks transferring.

We made a fairly hard turn to port at the end of Paso Ingles and entered Paso Tortuoso (torturous). It was the narrowest part of the transit - about 1500 yards, three times the width of the Thimble Shoals channel going into Norfolk. But this one has 1500 ft mountains on each side. The THOMAS S GATES was four miles ahead throughout. Here she looked very serene in the calm waters. Also she looked much closer than four miles in what looked like the large room we were in. Paso Largo was next. Think largo means deep, if it doesn't it should. The depth here went from over 1000 feet to almost 3000 feet over the course of two hours sailing. All with mountains of about 1500 to 2000 feet right by the 3 to 4 mile wide channel. Saw more glaciers, and an "ice fall" - waterfall that wasn't moving water, and more great views for the rest of the afternoon. We dropped

off the two Chilean Navy pilots, having loaded them down with gifts, at about 1530.

We officially broke out into the Pacific Ocean at 1600 and played "California Dreamin'" over the 1MC. The expected high seas didn't hit us until early this morning. Hard to guess now in the dark (at almost 0800), but seems these seas must be about 12 feet. Had rain squalls all night. And we're headed North.

Not a bad two days. There are a lot of Sailors on board who will have a great story to tell their entire lives.

All the best, Symo

Longtime 'recruit' is an official landmark

By Shannon Snow

San Diego Union Tribune

A wooden-hulled ship that never set sail in its 44-year Navy career is being recognized today as a California state historical landmark.

The USS Recruit, the Navy's only non-sailing commissioned craft, was built of wood and sheet metal in 1949 for basically one purpose: to teach recruits port from starboard and bow from stern.



Over the years, through Korea and Vietnam, tens of thousands of recruits at the Naval Training Center scampered aboard what originally was a two-thirds scale model of a destroyer escort. The structure, remodeled into a guided missile frigate in 1982 is 41 feet high and 233 feet long.

It's an iconic building," said Alan Ziter, executive director of the NTC

Foundation, which oversees the Recruit and 25 other structures at what used to be NTC.

Years ago, Clint Steed had charge of recruits during their tours aboard the ship, teaching such essentials as boarding protocol, seaman's language and damage control.

"We didn't educate. We trained," said Steed, who was aboard the Recruit from 1988 to 1993. Four years later, NTC itself was shut down.

Tied up at North Harbor Drive and Laning Road, the Recruit today resembles a ghost ship. Lines are tattered and the gray exterior is turning brown with rust. The anchor chain has no anchor.

The NTC Foundation wants to restore the Recruit's exterior by early 2007 as part of a planned renovation of the area into a cultural district.

Town houses, schools and office buildings are being developed on the 361-acre NTC site, now called Liberty Station.

Alan Makinson of E Clampus Vitus, which worked for more than two years to secure the landmark designation, said that honor is important to preserving local history.

"The Recruit touched so many lives here in San Diego," said Makinson, whose group paid \$4000 for the Recruit's landmark plaque. "Practically every time I mention it, some one says, 'I trained on that thing!'"

Airplane Humor

In a famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 60 (60,000 ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet? The pilot (obviously a sled driver) responded, "We don't plan to go up to it, we plan to go down to it." He was cleared.

VP-45 Change of Command

By Lt.j.g. Dennis Smith

VP-45 PAO

Cmdr. Richard Fite turned over command of VP-45 to his executive officer and longtime friend,



Cmdr. William Zirzow, IV

Cmdr. William Zirzow, IV March 4 at NAS Jax.

This 63rd VP-45 Change of Command ceremony was held inside the Jay Beasley Hangar before a gathering of special guests, family, friends and the men and women of the "Pelican's Nest." Rear Adm. Michael Holmes, Commander, Patrol and Reconnaissance Group was the guest speaker.

In his first remarks as the new commanding officer, Zirzow thanked Fite for his guidance, leadership and the friendship they've shared not only in VP-45, but also over the past several years.

He cited the challenges that lie ahead as the squadron and its 12 combat ready aircrews prepare for

the upcoming wartime deployment. "We have come a long way together over this past year, and I look forward to reaching new milestones as we deploy operationally and utilize the high standards we have set for ourselves," he said.

Fite expressed his gratitude to the hardworking and dedicated Sailors of VP-45. He attributed the unprecedented squadron success to the efforts of the officers, chief petty officers, sailors and also their spouses. Fite recognized the contributions of Sonya Worth, who served as command ombudsman and presented her the Department of the Navy Meritorious Service Award.

Fite leaves behind a legacy of success and achievement. Under his command, the Pelicans surpassed 235,000 mishap-free flight hours during a challenging inter-deployment readiness cycle in preparation for an upcoming Fifth and Seventh Fleet deployment. During his tenure, the command earned several prestigious awards.

Topping the list were a fourth consecutive Commander Atlantic Fleet Retention Excellence Award, a second consecutive Chief of Naval Operations Safety Award, and a second consecutive nomination for the CPRW-11 Golden Wrench Award for Maintenance Excellence.

Addressing his sailors, Fite stated, "I am immensely proud of this Pelican team and I am awed by your tireless dedication and immense talent. Day in and day out you have risen to meet every chal-

lenge. Know that your hard work this year was for a good reason. The multi-mission capability of our air-



Cmdr. Richard Fite

crews and aircraft are making a difference measured in lives in support of the global war on terrorism."

Urging these proud men and women to continue to lead and make a difference, he thanked the entire squadron, wished them good luck on their upcoming deployment, and bid them farewell.

The Pelicans also took time to recognize and welcome their new Executive Officer Cmdr. Mark Turner. Turner, originally from Greenwich, Ct., graduated from Marquette University in May 1987 and was designated a naval flight officer in February 1989.

He arrives having just completed an assignment at the Joint Chiefs of Staff J6 and J8 Director-

VP-45 Honors Capt. Joseph Notargiacomo

By Lt. j.g. Dennis Smith

VP-45 PAO

VP-45 had a unique opportunity to honor one of their former commanding officers, retired Navy Capt. Joseph Notargiacomo, who passed away Jan. 9 at the age of 71 in Lancaster City, Pa. In accordance with his last wishes and at the request of his wife, JoAnn, a VP-45 crew performed a burial at sea ceremony from a P-3C aircraft dispersing his ashes over the Atlantic Ocean off the Jacksonville coast.

The morning began with a memorial service led by Commander, Patrol and Reconnaissance Wing 11 Chaplain (Lt.) Troy Todd, in the squadron spaces. Attending the service were Mrs Notargiacomo, her three daughters, retired Navy Capt. "Buck" Rabuck and friends, John and Nancy Labella. After the service, the family and friends were escorted to the flight line where they took a tour of the aircraft and met the crew who would perform the burial.

At approximately 11 a.m., the aircraft, commanded by Lt. Ron Martin, took off from NAS Jacksonville and with a rock of the wings waved goodbye to the family and friends before heading out to sea.

Once established about 50 nautical miles off the Jacksonville coast, a part of the ocean very familiar to Notargiacomo, the crew members commenced a solemn burial service led by Todd. At 11:57 a.m. as the ceremony concluded Notargiacomo's ashes were committed to the sea from an altitude of 250 feet.

Notargiacomo was born on May 10, 1933 in Mount Vernon, N.Y. and entered military service in 1955

as a naval aviator.

As a former P-3 pilot, he served as commanding officer of VP-45 from 1973-1974.

Last November, he and his wife, along with over 100 other VP-45 alumni, attended the VP-45 Reunion hosted by the squadron onboard NAS Jacksonville's Hangar 1000.

Many of the current Pelicans had the honor of meeting and swapping sea stories with Notargiacomo.

Having spent a large portion of his career flying the mighty Orion, his burial at sea from a P-3 bearing the tail feathers of his own squadron was a fitting way to celebrate his legacy and be brought to his final resting place.

"From one Pelican family to another, it is truly an honor to be able to perform this service for Capt. Notargiacomo and his family during their difficult time of loss. It is out small way to pay tribute to his service. Our thoughts and prayers are with them as they move on and continue the healing process," remarked VP-45 Commanding Officer Cmdr. Bill Zirzow.

VP-45 Deploys

By Lt. j.g. Dennis Smith

VP-45 PAO

After a busy 18 month homecycle, the "Pelicans" of VP-45 have packed their bags and deployed operationally.

On May 26, squadron members began departing NAS Jacksonville for a scheduled six-month deployment to multiple sites in support of

the global war on terrorism.

The Pelicans primary deployment location is the Fifth Fleet area of responsibility (AOR) in Bahrain, a small island emirate off the coast of Saudi Arabia in the Persian Gulf. VP-45 also maintains a substantial presence in the Seventh Fleet AOR, at Misawa and Kadena Air Bases in Japan.

As loved ones waved good-bye with tears in their eyes, one might assume this deployment was no different than previous ones. In fact, this deployment is different in many ways than any other in the squadron's rich history.

Unlike their 2003-2004 deployment where personnel were located at a central hub in Sigonella, Italy, the squadron is now dispersed across seven time zones, including sites in Africa and Afghanistan.

It will not be uncommon for squadron members to go the entire six months without seeing many of their shipmates.

VP-45 is the first Jacksonville based P-3 squadron to deploy to the Fifth Fleet AOR in the post-Vietnam era. Traditionally, only west coast squadrons deployed to this operational area, but due to the increased demand for the P-3's capabilities, deployment structuring has changed and VP squadrons on both coasts are now required to be available for deployment anywhere in the world.

This change in direction has given the "Pelicans" an opportunity to directly support the Operations Iraqi and Enduring Freedom as well as the global war on terrorism in the Fifth Fleet AOR.

The squadron's 12 combat aircrews will be performing a vast array of missions, ranging from intel-

ligence, surveillance and reconnaissance (ISR) to the more traditional anti-submarine warfare.

The squadron, led by Commanding Officer Cmdr. Bill Zirzow, didn't miss a beat upon arrival into the deployment theaters, and immediately stepped into a heavy schedule of real world and multi-national exercise events. Using the P-3's significant ISR capability, VP-45's primary mission in Fifth Fleet is to support Operations Iraqi and Enduring Freedom.

Aircrews have flown multiple counter-insurgency missions paving the way for a more stable Iraq. Other crews are aggressively engaged in monitoring known smuggling lanes and surface vessel activity in the Indian Ocean and Horn of Africa region.

Many time zones away, another "Pelican" aircrew participates in Australia's Talisman Saber multinational exercise. Zirzow stated, "This is a critical time in our nation's history and in the global war on terrorism. I couldn't be more proud of the way the Pelicans prepared for this deployment and quickly stepped up and answered the call."

With a dynamic and demanding schedule for the next six months, this deployment will likely go by quickly.

As family, friends and loved ones eagerly await their return in December, the Pelicans will take advantage of available technology such as email, web cams and instant messaging to keep in touch.

In the meantime, squadron personnel will continue doing their part to support national objectives and make the world a safer place.

"Pelican" Maintenance in the Middle East

By Lt. j.g. Dennis Smith, VP-45 PAO

Since leaving NAS Jacksonville for their worldwide deployment on May 26, the "Pelicans" of VP-45 have been doing some amazing things. Seven combat aircrews have been keeping P-3's in the air around the clock in support of Operations Iraqi Freedom and Enduring Freedom, as well as accomplishing various surface sea control missions in the Persian Gulf and Gulf of Oman.

Operating out of the blistering heat of Bahrain, Africa and Afghanistan, these missions are done in support of the global war on terrorism and are very important for providing safety to the troops fighting on the ground and preventing blue water terrorist operations. As important as these aircrews are in making these missions a success, not a single one of these missions could be done without the outstanding daily support provided by the Pelican maintenance team.

The Fifth Fleet "Pelican" maintenance team, led by Aviation Maintenance Officer Lt. Cmdr. Ron White and AVCM Mark Mavity, has continued to keep the bar set high for patrol squadrons everywhere. Having left Jacksonville with a second consecutive nomination for the CPRW-11 Golden Wrench Award for Maintenance Excellence, they have kept the "Pelicans" flying high with a 100 percent mission completion rate in the Central Command Area of Responsibility (CENTCOM AOR). "My hat is off to the hardworking maintainers of this squadron who have kept our aircraft flying. It is because of their dedication that we have had such a

high level of operational success on this deployment. Our mission accomplishment is a direct result of what they do on a daily basis, so we are very fortunate to have such an outstanding maintenance department," commented Commanding Officer Cmdr. Bill Zirzow.

With no hangar in which they can work on the aircraft, the maintainers perform the maintenance in the open air on the parking ramps, where the temperatures can rise to 120 degrees and the desert winds can bring stinging sandstorms. Taking every measure to protect themselves from the elements, these hard charging Sailors forge ahead in typical Pelican fashion everyday under these extreme conditions to keep the aircrews flying. At times being a "groundpounder" can be a thankless job, but each aircrewman is thankful for the dedication and skills of the true professionals on the ground turning wrenches.

Maintenance personnel who have spent their first month and a half of deployment in Africa and Afghanistan have started the process of rotating through Bahrain where they will continue the maintenance of the P-3C aircraft. As they pick up where the others have left off, there is no doubt that they will carry on the Pelicans tradition of maintenance excellence.

Tower Chatter

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!!"

Members with Dues due 12/31/05

ALLES TODD J.
 ANDERSON CHARLES A.
 ANDERSON WILLIAM C.
 ANGLIN ROY H.
 BABINS STUART A.
 BAMBERG WALTER L.
 BARSKI EDWARD J.
 BAXTER WALTER B.
 BEAUDOIN ROBERT K.
 BELMONTE FRANK P.
 BERG WILLIAM E.
 BOYD BILLY J.
 BRADLEY JOHN G.
 BRADLEY BEDFORD C.
 BRADLEY JOHN O.
 BURGESS RICHARD R.
 BUTLER THOMAS J.
 CAIN CHARLES D.
 CARLSON WILLIAM F.
 CARROLL JAMES F.
 CERRONE THOMAS A.
 CHRISMAN PAUL G.
 CHUTE RAYMOND W.
 COCKROFT IRVING G.
 COMEAU CHARLES R.
 COOK RICHARD
 COONAN JOHN J.
 CRANDALL JOHN M.
 DAVIS CHARLES O.
 DECKER DANIEL D.
 DONLEY ROBERT L.
 DRAGOS GEORGE
 EATON WILLIAM G.
 FAAS DANIEL P.
 FERGUSON ROGER D.
 FLUKE PHILIP W.
 FORTSON R. MALCOLM
 FOSTER TRAVIS H.
 FREEMAN HAROLD D.
 GANGEMI DOMINIC J.
 GILLILAND JAMES B.
 GRAY RICHARD W.
 GRIFFIN, JR. ROBERT
 B.
 HARTGROVE BILLY R.
 HAR WELL JAMES A.
 HENNEBERGER KENNETH
 R.
 HINDEN HARRY
 HOFER FRANK N.
 IMHOF PATRICK J.
 JOHNSON IAN J.
 JOHNSON DAVID R.
 JONES BUCK P.
 KASSABIAN EDWARD J.
 KEY JACK

KOFFLER SAMUEL
 KOHLMAYER DONALD J.
 KOVACH GEORGE
 KRAKOWSKI GRANT E.
 KRAUS ROBERT L.
 LIMING DWIGHT L.
 LORIA PAUL
 MASSENBURG VADM
 WALTER
 MATHERSON GEORGE P.
 McCARTY RAYMOND C.
 McKINNEY GEORGE R.
 MERIWETHER GORDON
 K.
 MISSLER WILLIAM R.
 MURPHY DOUGLAS D.
 MUSGRAVE LOREN B
 NAVARRE ANTHONY C.
 NELSON CLIFFORD H.
 OLSON MORTEN L.
 PEARSON ARTHUR E.
 PHELAN RICHARD H.
 PIERCE JOSH
 PIPPIN DAVID W.
 PORTER DONALD R.
 POSEY WALTER J.
 PRATT ROBERT J.
 PUGH ARLIE H.
 RODGERS BILLIE C.
 RODRIGUEZ CAROLYN
 RUFENACH GLEN L.
 RUTHERFORD HAROLD
 G.
 RYDER EVEREET G.
 SAHLIN DOUGLAS E.
 SCOFIELD PETER
 SCOTT ROBERT R.
 SIMPSON ROBERT G.
 SMITH ALFRED A.
 SNOW KENNEDY B.
 SPANKROY DAVID R.
 STEIN EARL M.
 STILES ROBERT G.
 STOUT JOHN E.
 TEMPEL BILLIE
 (LEON) L.
 TESTA ANTONE J.
 THOMAS WALTER E.
 THURMAN ROBERT R.
 TIMMONS WENDELL S
 VOIGT VIRGIL C.
 WHALEN THOMAS H.
 WHITE ROBERT F.
 WINFREY HARVEY M.
 WINN JAMES H.
 ZEISEL RICHARD S.

How to locate a military retiree

The following procedures should be followed in order to locate a retired military member. However, the Privacy Act prohibits the release of personal addresses. To locate a former servicemember, simply write a letter to the retiree. Place it in a stamped envelope with the retiree's name on it and your return address.

In a short note, provide what information you have about the person you are trying to locate. Include: complete name, rank, social security number, birth date or approximate age and any other identifying information that might help the locator identify the person. State your reason for wanting to contact this person.

Place the postage-paid sealed envelope and your note in another envelope and address it to the appropriate service. A search fee may be required for each name. There is generally no fee charged if the request is from a parent or immediate family member. You will be notified only if the retiree cannot be located.

Navy: Navy Worldwide Locator, Navy Personnel Command, PERS-312F, 5720 Integrity Drive, Millington, TN 38055-3210, (901) 874-3388, (\$3.50 fee. Do not put a return address on letter to be forwarded). Make checks payable to U.S. Treasurer.

Air Force: Headquarters, AFPC/MSIMDL, 550 C St., W., Stc. 50, Randolph AFB, TX 78150-4752, (210) 565-2660, Recording, \$3.50 fee. Make checks payable to DAO-DF/RAFB. Parents, spouses, and government officials may call (210) 565-2478.

Marine Corps: HQ Marine Corps, CMC (MMSR-6), 3280 Russell Rd., Quantico, VA 22134, (703) 784-9834 FAX, (no fee - please provide postage).

Coast Guard: Commanding Officer (RAS), Coast Guard Human Resources, Services and Information Center, 444 S.E. Quincy St., Topeka, KS 66683-3591, 800-772-8724, (785) 339-3770 FAX, (no fee).

Army: National Personnel Records Center, 9700 Page Avenue, St. Louis Missouri 63132-5200. Current addresses are not maintained for separates who are not serving under reserve obligation.

THE ORIGINAL COMPUTER!!



Print

Delete

Reunions

USS Salisbury Sound (AV-13)

Sept. 8-10, Albuquerque, NM. Contact: M. Bruce, 813 Branding Iron, S.E., Albuquerque, NM 87123, (505) 293-3841, brubru@comcast.net.

USS Currituck (AV-7)

All squadrons, staff, and detachments, Sept. 28-Oct. 2, Northbrook, Ill. Contact: R. Curtis, 895 Country Road 703, Bland, MO 65014-3065, (573) 943-2349, gunner@direcway.com.

Whidbey Patrol Squadron Memorial

Association members of Squadron VP-2, which was stationed at Whidbey Island, are sponsoring placement of a memorial "The Whidbey Patrol Squadron Memorial", dedicated to all U.S. Navy personnel who served in patrol squadrons based at NAS Whidbey Island and to the many airmen who lost their lives in VP operations. The various aircraft they operated will be identified on the memorial. The memorial's Airman is a symbol of all that served.

Navy patrol aircraft have flown from NAS Whidbey Island since 1942. They operated over the seven seas during World War II, the Korean War, the long Cold War, the Vietnam War and they continue to do so today during current conflicts.

The VP-2 Whidbey Patrol Squadron Memorial (WPSM) committee has raised over half of the necessary funds to complete this by the projected dedication date of summer 2006. Former members of VP squadrons who wish to help memorialize the service and deeds of those airmen and their aircraft with this Memorial are invited to contribute funds or perhaps by the purchase of an inscribed brick (\$200.00 with your name, etc. See website for form). The City of Oak Harbor, a long time home and supporter to the squadrons, sirmen and their families, has dedicated a place in Veterans Memorial Park on Pioneer Way near the Seaplane Base, for the Memorial. All donations are tax deductible per IRS code 501(c)19.

Contact www.WPSM@comcast.net or for further information visit our memorial website www.patron2.com.

Gene Graham Update

(Thursday Sept. 1) ..I developed a blood clot after getting home from the hospital and have now just returned 8 days later. I'm doing OK and we made it through the hurricane just fine. Electricity was restored today, however our phone system is out for maybe as long as 2 weeks. Gene

Treasurer's Report

BANK OF PENSACOLA

Beginning Balance 01/01/05: \$4,111.41

Income:

Dues 1,340.00

Expenses:

Delaware State Tax 25.00

Printing 941.64

Postage 321.86

Supplies 215.95

Website 95.40

New Checks 14.00

Total Expenses: 1,613.85

Ending Balance 06/30/05: \$ 3,837.56

SMITH BARNEY MONEY MARKET

Beginning Balance: \$15,875.41

Interest Income: 151.82

Service Charge -100.00

Total Money Market Funds \$15,927.23

Total Bank of Pensacola Funds: \$ 3,837.56

Total Smith Barney Funds: \$15,927.23

TOTAL CAPITAL AS OF 6/30/05: \$19,764.79

Patrick J. Imhof, Treasurer

Statement prepared on 7/19/05



PATRON FOUR-FIVE ASSOCIATION



VP - 45 (PBY)
1943 - 45

Walt Disney



President

Gene Graham

Vice President

Jim Means

Treasurer

Patrick Imhof

Secretary/Editor

Steve Riddle

Dues are \$10 per year 1/1 to 12/31, \$45 for five years or \$200 for life and are payable to Mr. P. J. Imhof, Treasurer; VP-45 Association; 3204 E. Moreno Street; Pensacola, FL 32503-6529. Please inform the editor if you change your address.

From the Editor

Dear Shipmates:

As Gene and Jim said, it's not too early to start planning for the San Antonio reunion next year. I plan to be there and hope to see a large turnout of our members. It's up to us to spread the word and to recruit more of our shipmates.

I have personally visited San Antonio numerous times both on business and for personal reasons. The city has a unique atmosphere. The Mexican influence is evident both in the food and music. Many of our Texas residents can trace their ancestry back to Mexico. There are many great restaurants and the riverwalk area is fun to tour.

A visit to the Alamo is eye opening. The heroic men who chose to stay and defend against the Mexican army were from many states and nations.

San Antonio's military tradition goes back many years and today there is a strong active and retired military presence. Veterans organizations are welcomed with open arms.

In some of the outlying cities such as Fredricksburg, the German influence is evident. Good German food can be found in some of the restaurants.

In other areas the ranching industry is evident. There are many working ranches. A few have become tourist attractions.

I'll see you in San Antonio.

Steve Riddle, Secretary
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s.riddle@ieee.org