

PATRON FOUR-FIVE

Pelican Post

A S S O C I A T I O N



March 2007

Newsletter #39

From the President.....

Fellow Pelicans - I need to say "thank you" to a number of people.

First I want to say "thank you" to Jim, Steve and PJ for all their help and support over the past two years and also for them agreeing to serve you two more years as officers.

Second, I want to say "thank you" to VADM Wally Massenburg for being our guest speaker in San Antonio. For me it was very special for two reasons; one, he is one of us with two tours in VP-45 and two, his speech was not limited to a standard USN pitch but included his own personal views on a number of timely issues.

And third, for all you who attended the reunion in San Antonio, I want to "thank you". My wife and I had a GREAT time. It is always a pleasure to see old friends. However, we enjoyed just as much, making new friends. If there is anyone that I did not speak to during the reunion, I apologize. It was not my intention to slight you.

We have started the process of

planning for the 2008 reunion and need your input. Steve is including a questionnaire in this newsletter as to your preference for a location. Please return that as quickly as possible, because time is of the essence, if we are to get our hotel of choice in the location of your choice. Your officers believe that using Military Reunion Planners for San Antonio was a good idea and it is our intention to use them again in 2008.

Barring some unforeseen event, we will hold the reunion in October as always. You just need to set aside October 2008. We will let you know the location and dates as soon as possible so that you can start making your plans. My standing challenge to you is; if you have never attended a reunion, make 2008 your first. If you have attended before, then resolve NOW to return in 2008. Second, recruit at least one new member for the Association between now and then.

My very best to each of you,

Gene Graham

From the Secretary.....

You will find one or two envelopes as you go through your newsletter. Everyone will have an envelope to place a vote for the site of our next reunion. There are three choices; the Washington DC area, Nashville or Jacksonville. Your envelope contains a place to make your selection.

If you find two envelopes, your dues have expired. Our dues cycle is from January 1 to December 31 payable at \$10 per year, \$45 for five years or \$200 for life. The year you are paid through is noted on the address label that was used to mail your newsletter. If an "06" appears, you are paid through 2006. An "L" indicates life membership. If you find "06" on your label, please return your dues in the envelope provided.

Normally, only paid up members would receive a newsletter; however, a grace period was granted for NL 39 to make sure all members are aware of how the system works. The roster will be updated and mailed at a later date.

Steve Riddle

In Memoriam



- Douglas D. Murphy* '49- '52
(Beachcrew)
- William R. Missler* '76- '81
(Aircrew ADCS)
- William J. Denholm, Jr.* '55- '56
(Pilot - CO)
- Donald E. Milroy* '49- '53
(Aircrew ORD)
- Bradford W. Leete, Jr.* '43- '45
(Pilot 205)
- Robert L. Donley* '43- '44
(Pilot - 1st CO PBY)
- Robert G. Sheffield* '63- '67
(Aircrew AX/AW)

Dear Steve,

I regret to inform you that my father, CDR William J. Denholm, Jr. (Ret.), passed away in his sleep on 12/30/2006, at the age of 93. I found a copy of the association's March 2006 roster in his files.

If I can supply you with any other information that you want, please don't hesitate to call (650) 964-5039 or write (via email).

Bill Denholm (his son)



Mr Riddle,

Thank you so much for speaking with me today. My father, Bradford W. Leete, Jr. used to be a member of the Patron Four Five Association and he passed away on 9/18/06 at the age of 86 (his obituary can be found on legacy.com if you need to verify this). I remember my father telling me he had a few articles published in the Pelican Post. It would be very meaningful to the family to obtain copies of anything that he submitted and/or was published in the Pelican Post. I am not sure if he was a member after 8/03 because he suffered a series of debilitating strokes whereby he was unable to communicate by writing, and often verbally. I am Brad's oldest child. Thank you again for your kindness and assistance.

Cynthia Leete Mitchell

The articles were located and passed on to the family. ED

Steve,

I was informed by Bob Sheffield's daughter that Bob passed away yesterday 3 February 07. I talked to him this past week and he told me that he quit his Chemo treatments. He had liver cancer. He and I were in VAH-15 and VP-56 together.

His daughter's name is Kelly Thompson, and the address is 3101 NW 114th Circle, Vancouver, WA 98685-3471. Kelly was taking care of Bob for about 1 1/2 years, since Bob's health was deteriorating rapidly. She would like to have a copy of the newsletter, when I told her that Bob's name would be listed.

Bob was on CDR Chappell's crew. Sorry that I had to be the bearer of sad news.

Patrick Imhof



Mr. Gary R. Frye passed away October 25, 2006. He was born May 4, 1948 in Knoxville, TN. Mr. Frye was a retired Senior Chief Petty Officer U.S.N. and a member of the Wesconnett Masonic Lodge #297, the Jacksonville Scottish Rite Bodies, Morocco Temple, and Royal Order of Jesters CT. #90. He was a Past President of Morocco Temple Funsters and Florida Shrine Clown Association. He was also an Ambassador at Large and Director of the Florida Shrine Bowl. Gary was a very loyal Florida Gator Fan and had a great love of Bassett Hounds. Mr. Frye is survived by: his loving wife of 34 years, Patricia; daughters Tina Frye Akins and husband Mike Akins and Sara Frye; brother Randy Frye of Knoxville, TN; and sister Teresa Wight of Pickens, SC. The family received friends Friday October 27, 2006 at Hardage-Giddens Mandarin Funeral Home. Funeral Services will be at graveside Saturday October 28, 2006 10:00 am at Oaklawn Cemetery. In lieu of flowers the family requests donations to The Shriner's Hospital for Children.



Hi Steve,

I attempted to contact Lt. Donley in Bellevue, WA last week and regret to inform you he passed away about two months ago. His wife Marjorie passed on last year.

Brian Amme



I have lost contact with Harvey M. Winfrey. Please let me know if you have contact info for him. ED

Hi,

My father, Richard B Bear, recently passed away from liver failure after a transplant he received in November of 2005. He died on September 30th, 2006 and we have been going through pictures lately of him. I found some of his early career in the Navy when he was with VP-45 and would like to share them with your organization to post on the web. Feel free to use them as you wish. I would be interested in hearing from any of his old Navy buddies who may recognize him.

Thank You,

Richard Bear II
Bear@cobrafootball.com



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Remember the men and women serving on active duty with VP-45. Also remember our senior members. Sadly, we have lost many of our WWII veterans but we still have a few left. They are special and we need to show them our gratitude every chance we get. In addition, there are many in the association that have reached the age where health problems are more likely to occur. Keep them in mind and please continue to let me know any time you hear of a member's serious illness or death. ED



Pray for our armed forces

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A Boy and His Dog



Florida Biker and His Babe

Reunion 2006 in Review

Nicki and I arrived in San Antonio on Tuesday, 24 October, having driven down from Fort Worth a day early to help set up things at the hotel. As it turned out, we weren't that early. Jim & Suzi Means, Frank & Marge Kennedy, Gene & Jerry Lynn Graham and Ray Casey (our reunion planner) had already arrived and greeted us



in the hotel lobby. Other members arrived later in the day. We all had great fun Tuesday afternoon and Wednesday morning visiting, setting up the ready room, finalizing hotel plans and sampling local restaurants.

Wednesday, 25 October started out as a rainy and overcast day. It doesn't rain a lot in the San Antonio area but it seems that a hurricane had made landfall on the Pacific coast of Mexico and the moisture was moving over southern Texas. It



was a good day to stay inside and sample the great food in the hotel restaurant. Registration started at noon right on schedule and continued throughout the afternoon. Our first planned activity, a Mexican dinner on the Riverwalk and a River



Cruise took place Wednesday evening as planned. Miraculously, the rain had slowed to a sprinkle by the time we reached the Casa Rio Restaurant and had stopped before we boarded our boats. The Mexican food was fantastic and it was a great night to cruise the famous river walk.

Thursday morning, 26 October buses departed the hotel at 0930 for



a tour of the Institute of Texan Cultures and the Alamo. As we discovered during our guided tour through the Institute, "Six Flags" have flown over Texas and each country has left its mark. Following the tour, we

boarded our buses and traveled to the Alamo Plaza where we had lunch on our own at the Rivercenter Mall.



After lunch, we met at the Rivercenter IMAX Theater for a movie presentation of "The Price of Freedom" which chronicles the story of the battle of the Alamo. After seeing the movie, we walked over to the



Alamo (constructed in 1718) to view the hallowed grounds. We had just enough time to explore the historic Menger Hotel before we boarded our buses for the trip back to the hotel. Thursday evening, some of our group departed the hotel at 1800 for a group dinner at a working Longhorn Cattle Ranch where they enjoyed a traditional cowboy supper and western style entertainment. Others took the time to check out the cuisine at the hotel or local restaurants.

Friday, 27 October buses departed the hotel at 0900 for the scenic drive to Fredericksburg, Texas. Fredericksburg is a German community located in the Texas Hill Country with historic homes and shops, wooden sidewalks and uniquely



Texas curios. It is also the home town of Admiral Nimitz and the home of the Museum of the Pacific War, the worlds leading institution dedicated to preserving the history of WWII in the Pacific. We arrived back at our hotel in time to prepare for the Friday evening Welcome Reception. Everyone in attendance enjoyed the



Mexican Fiesta themed reception complete with a Mariachi Band.

Saturday, 28 October was the busiest day of the reunion. Our association business meeting started at 0800 and ended just in time for members to board buses for the 0930 sightseeing tour of San Anto-

nio. The tour was outstanding and



included visits to Mission San Jose, known as the “Queen of Spanish



Missions”, the San Fernando Cathedral (built in 1738) and the historic King William District. We had time for lunch on the Riverwalk and arrived back at our hotel with time to get ready for the 1800 Cocktails and



1900 Banquet Dinner. The banquet was very patriotic and informative. An honor guard from Uvalde High

School presented the colors. CDR Mark Turner, the current Commanding Officer of Patrol Squadron Forty Five and five of his squadron members were our special guests. CDR Turner gave us an update on squadron operations and turned the



podium over to our special guest speaker, VADM Walter Massenburg. VADM Massenburg, as most of you know, is a member of the association. He presented an overview on the future of patrol aviation.

Sunday, 29 October came too early. Our group breakfast started at 0800 and ended at 1000. We said our goodbyes until next time and departed for home.

Note: The San Antonio Doubletree Hotel was perfect for the occasion. The hospitality (ready) room, the banquet room, and the reception room had just the right features. All the activities were well organized and the food was prepared and presented well. The hotel staff and the citizens of San Antonio made us feel very welcome. We extend our thanks to Ray Casey, Military Reunion Planners, for helping us select the hotel and activities and for his organizational skills. In addition, thanks to Jim and Suzi Means and all those many who helped for providing one of the best reunions in our history.





Shipmates



Coco Solo & Bermuda (50's) - Back l to r - Eugene Martinez, Sam Hembree, Bill Myers, Ernie Westvig & Hank Ingber; Front l to r - Doug Marr, Jim Hoge, Paul Loria, George Dragos, Chuck Butler, Richard Gollnitz, & Roy Mulcahy

Bermuda (early 60's) - Kneeling l to r - CDR Turner, Charles Knott & Jim Spotts. Standing l to r - VADM Massenburg, Thomas Doyle, Dave Sanderson, Wesley May, Patrick Imhof, Clarence (Bud) Shaffer, Steve Riddle, Gordon (Pup) Feest, James Sherrouse, Cliff Oberlander, Bill Pendley, Richard Bernal, unknown, Frank Kennedy



Jacksonville (70's) - Standing l to r - Merle Christensen, Karl Koschak, Jim Means, Halsey Fischer, Bill Pendley, Wally Brians, Ed Lackey, Bill Hobgood, Gene Graham, Don Ahlstrand and Jim Clabby. Front l to r - Bob Hall, VADM Wally Massenburg, Rick Cox, Gary Rogers, John Gatewood and Jerry Piccioni

Shipmates



Jacksonville (70's) - l to r - Gary Rogers, Karl Koschak, Donald Ahlstrand, Wally Massenburg, Jim Clabby, Wallace Brians, Ed Lackey, Jim Means, Dick Cox and unknown

VP-45 Guests (Active Duty) - l to r - LCDR Fox, AD1 (NAC/AW) Nannega, LTJG Hall, LT Tracy, CDR Turner and AW1 (NAC/AW) Gomez



Attendees Deserving Special Recognition

Joined VP-45 at the earliest time - Roger Ferguson from VP45 PBY - Pilot '44-'45



Came the farthest - Robert & Rosie Hall from Biggleswade England. RAF exchange officer '75-'78



Business Meeting Minutes 24 October 2006



President Gene Graham called the meeting to order at 0800 at the Doubletree Hotel in San Antonio.

Gene read the list of deceased members since the 2004 reunion: Wendell W. Bemis, T. Miller Carmichael, John R. Chappell, John D. Collins, N. Ed Fisher, William F. Kelley, Donald E. Milroy, Phillip G. Morris, Joe Notargiacomo, Vance A. Schweizer, Norman Sharpe, Richard J. Van Pelt and Glenn A. Wilson. Someone from the floor added Robert Hinkley and Peter Tatro.

Treasurer Patrick Imhof presented the treasurer's report.

VP Jim Means told the group that the beer mugs, etc. on presentation in the Ready Room are for purchase and stated that purchase information is available.

President Graham talked about the uniqueness of VP squadrons. He described how enlisted and officers were a very close-knit group and were together for long periods during flights and that many members did not like the rank and rating placed on reunion nametags. President Graham advised the reunion planner to leave rank and rating information off future nametags.

The group discussed potential locations for the 2008 reunion. Members recommended Nashville, TN; Jacksonville, FL; Pensacola, FL (downside to Pensacola – hurricanes); Charleston, SC; Washington DC area; and the PAX River area (not much in the way of facilities). Bill Pendley suggested that due to the large number of members living on the East Coast we hold at least every other reunion on the East Coast.

President Graham announced that he would take the recommendations under advisement.

Patrick Imhof presented information on "Operation Helmet" which is headed up under a former VP45 flight surgeon – Bob Meadors. The organization provides special combat helmet kits that help prevent helmet caused head injuries when explosions occur in close proximity. Marines and Navy Corpsmen badly need the kits. A motion and a second to the motion authorized Patrick to donate \$2,000 from the association treasury to "Operation Helmet".

Bill Pendley presented the nomination committee report. The President, VP and Treasurer agreed to stay in office another year. Secretary Steve Riddle requested a replacement. However, the nomination committee could not find a replacement for the Secretary. Steve agreed to stay in office another term. He described the duties of the Secretary to the group.

Mort Eckhouse presented a history of the organization. He stated that he and Jay Thomas cofounded the association during the late '80s and that the association had their first reunion at Pensacola in 1990 and the second one at Jacksonville in 1992. After that, the association has conducted reunions every two years. He praised the contributions of long time Secretary Chuck Caldwell, long time Treasurer Dave Johnson and other volunteers who worked hard to make the association grow.

Members discussed the feasibility of having reunions every year but decided it would not be a good idea.

President Graham stated that the membership committee is the same as the nomination committee.

President Graham closed the meeting at 0900am with a request that everyone show their dedication to this country by casting their vote on Election Day.

Email, Messages, Letters & Notes

Steve/Gene,

In that this was my first reunion here are my comments:

1. Beyond a shadow of a doubt this was the best organized and most fun that I have had at any reunion (that includes HS and College day reunions).

2. The commraderie that exists among military personnel supercedes all the rest. Even having not seen several shipmates for 30+ yrs, it seemed like just yesterday when we joined back up.

3. It would be much more beneficial if all of our crew members/squadron members would be there. The opportunity to meet those who went before us and those who came later, was truly an immense pleasure. To be able to meet these individuals and share stories and have this bond is unbelievable.

4. The only thing that could have made this reunion better would be to have had all those who did not make it be there with us. Squadron mates from all years, and from all crews and duties would add a lot to our get-together.

I can only imagine that if we can entice the rest of our shipmates to come to the next reunion, that the VP-45 reunion will be the benchmark for all the rest.

Sincerely,

Gary Rogers

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Gene, Jim, Steve, PJ, Etal,

We can't thank you enough for all the hard work in putting together a great weekend. This was Carol and my first opportunity to attend a VP-45 reunion and I can guarantee we will never miss another one!

It was super seeing so many folks from the early 70's crowd. I truly believe we had a very special, unique, talented and crazy group - I was honored to be a part of it. It was also a pleasure meeting pelicans from other eras - I never tire of listening to great sea stories.

The only downer was there are so many other folks I was hoping to reunite with that didn't make it - hopefully we can correct that in 08.

Thanks again,

Don Ahlstrand

Aka "the dancing bear"

Gene/Steve,

There was an excellent turnout of junior and senior officers from the early 1970's era at this very well organized reunion. We missed the Flight Engineers who might make the next one. Admiral Massenberg was a junior officer with us, and came to the reunion as a squadron mate and guest speaker. Each of us have enough eye witness reports from way back then to get him retroactively relieved of command, but then he probably has the horsepower to recall us all to active duty on the USS Neverdock.

Naval Aviator Denis Waldron,
VP-45 1972 - 1975

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Steve,

We want to let you know what a great reunion we had in San Antonio. We can't say enough good things about it!

The hotel was a really nice one and the facilities were great. The ready room was probably one of the best ones we've ever had - it was spacious and we had plenty of room and did not feel crowded when we were all in there. The check in table was constantly covered, so that anyone coming in was tended to in a timely manner. Plus, the location of the hotel made it easy to get to shopping malls and eating places as well.

Anyone can be a travel guide. However, with Jerry



and Toni as our tour guides, we had the best of the best. Having relatives in San Antonio and being very familiar with the city, we can truly say that they were both very knowledgeable and answered

questions about the city and Texas history with ease. Likewise, the narrator we had on the river walk boat ride was also very knowledgeable.

All of the activities planned were wonderful, and showed not only the cultural side of San Antonio, but a



slice of Texas history as well. Kudos to the reunion planner! Ray was responsible for and did a superb job organizing our events. Due to his attention to every detail, it

made things so much easier for all who attended this wonderful event. There was definitely something for everyone.

The food at Casa Rio was at its usual best, and they went all out to make sure we had everything we needed.



At our reception, the music provided was a nice touch. It gave those who did not have the opportunity to go to the river walk or market square a chance to experience more of the musical flavor of San Antonio.

We realize that all of this did not just happen! It took a great deal of time and effort on the part of the VP45 association officers (and their spouses!).

The time just flew by and was over before we knew it. Our thanks to all of you for doing such a splendid job. We are definitely looking forward to our next VP-45 reunion.

Margie and Frank Kennedy
(ADR2)

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Steve,

I will not be able to attend the VP-45 reunion in San Antonio in October 2006. Also I want to let the association know that my beloved wife Hazel passed away on April 16, 2006. I plan to attend the next reunion.

Sincerely,
George Gilbert

Dear Steve,

While searching the web, I found this nicely designed VP-45 Association site. I retired from the Navy while serving in VP-45. My retirement date was October 1, 1968, and I would like to join the association. I retired as an AZC, working in the maintenance office.

My name is John D. Alexander, email address: davealex@bellsouth.net. I now live in Germantown, Tennessee, located just outside Memphis, Tn. Also, I can be reached by telephone: (901) 755-2373 or (901) 755-4962.

Please let me know the steps that I must take to join the association. I noticed the reunion date set for next month; however, I will not be able to attend the function. Wishing you all the best.

Regards,
John D. Alexander (Dave)

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Steve,

I just received the August 2006 Pelican Post and Roster. It's difficult to imagine all the work and coordination that must go into getting those publications critiqued and out the door. I truly appreciate your efforts in our behalf.

Like most automobile warranties will expire (just barely) before the engine blows up, Email addresses usually get changed just before there is a need for it to be correct for a mass mailing.

The Roster shows the no-longer-used address: kiowaevans@direcway.com. Hughesnet took over DirecWay and changed my Email address overnight. The correct address is now: longhornbull@hughes.net.

If I had had a call sign of longhornbull while I was flying there would have been some memorable ready room commentary and pranks, but since we now have the Whisper Crossing Ranch (Registered Texas Longhorn Cattle) I think I can get away with it.

When it's convenient, I'd appreciate a correction in the Roster.

Thanks again.
Greg and Paige Evans

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Gene,

I returned from another trip to Georgia last evening and got back to my PC. I had a phone call from Patti

Frye on Friday, Gary had a massive heart attack and died on Wednesday 25 October, he was 58. His viewing and funeral was Friday evening and Saturday this weekend. I had just talked to him on the 10th of October before I flew to Georgia to be with my Dad. We talked about 30 minutes and had a few laughs about old times to present. He was a master Mason and Shriner at the Morocco Temple in Jacksonville and was looking forward to a Flight Engineer Reunion we are having on Saturday 2 December.

Joe Bretton, Charlie Lee and I were talking about not being able to go to the VP-45 Reunion in San Antonio and how we ought to try to find all the FE's we could find and have a Reunion in JAX. Well we did and I found several are still living right here in the Jax area. I will definitely promote the VP-45 Reunion/ Association at our meeting. We are having it at the new 19th Hole Golf and Country Club on NAS JAX. Charlie, Joe and Ron Christopher are coming from Mississippi and they all have family in JAX. I've got Dawg Avery, Don Hart, John Bollinger, Mike Peebles, Barney McGettigan, Frank Milford, Jim Hines, Leo Lorenzo, Newell Cantrell, Bob Kissinger and had Gary coming from JAX. I found Leonard Fortuna, Zeke Zimmerman, John Duke, Frank Moore, Felton Byrd, Mike Tinney, Pat Tinney, Kevin Cloutier, Sam Trikilas, Gerry Farrell, and Harold McCollum who all say they may come. I've gotten twelve RSVPs so far.

I am sure you folks had a good time in San Antonio and I hope the rain went away for some of it!

Regards,
Pooh Bear

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Steve,

We won't be able to attend the reunion in San Antonio this month. Today I mailed you a CD to PO Box 123045 Fort Worth TX, 76121-3045, of the history and restoration of the PBM-5A here in Tucson at the Pima Air and Space Museum. As you probably know I have spent 7 years and several thousand hours on this project. Now it's finally approaching a good conclusion. The Museum has finally started construction of a new display hanger for the PBM and other planes. We hope to have the plane inside by mid 2007. The plane is currently back at the restoration hanger for cleanup (pigeons) and repainting. We will also install the fabric

covered ailerons and elevators and the reproduced radome. Hope you can use the CD. It is my master copy so please return it to me. Make copies if you want.

Best regards to all VP-45 at the reunion.

Dan Cain
PPC VP-45
Coco Solo 52-53-54

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Dear friends,

I thought I'd let you know that Osprey Publishing has now announced that my book, titled "U.S. Navy PBV Catalina Units in the Atlantic War", is being released on 28 November.

I have noticed that Amazon in the USA, Canada and U.K. are offering a 32-34% discount on pre-publication orders.

Best wishes,
Ragnar

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Would You Fly on This?

Even though the Aeroscraft dwarfs the largest commercial airliners, it requires less net space on the ground than any plane because it doesn't need a runway. The airship takes off and lands like a helicopter: straight up and down.

This is not a Blimp. It's a sort of flying Queen Mary



2 that could change the way you think about air travel. It's the Aeroscraft, and when it's completed, it will ferry pampered passengers across continents and oceans as they stroll leisurely about the one-acre cabin or relax in their well-appointed staterooms.

Unlike its dirigible ancestors, the Aeroscraft is not lighter than air. Its 14 million cubic feet of helium hoist only two thirds of the craft's weight. The rigid and sur-

prisingly aerodynamic body-driven by huge rearward propellers-generates enough additional lift to keep the behemoth and its 400-ton payload aloft while cruising. During takeoff and landing, six turbofan jet engines push the ship up or ease its descent.

This two-football-fields-long concept airship is the brainchild of Igor Pasternak, whose privately-funded California firm, Worldwide Aeros Corporation, is in the early stages of developing a prototype and expects to have one completed by 2010. Pasternak says several cruise ship companies have expressed interest in the project, and for good reason: The craft would have a range of several thousand miles and, with an estimated top speed of 174 mph, could traverse the continental U.S. in about 18 hours. During the flight, passengers would peer at national landmarks just 8,000 feet below or, if they weren't captivated by the view, the cavernous interior would easily accommodate such amenities as luxury staterooms, restaurants, even a casino.

To minimize noise, the aft-mounted propellers will be electric, powered by a renewable source such as hydrogen fuel cells. A sophisticated buoyancy-management system will serve the same purpose as trim on an airplane, allowing for precise adjustments in flight dynamics to compensate for outside conditions and passenger movement. The automated system will draw outside air into compartments throughout the ship and compress it to manage onboard weight.

On a pressurized plane, windows like these would explode outward. The Aeroscraft does not fly high enough to need pressurization.

The company envisions a cargo-carrying version that could deliver a store's worth of merchandise from a centralized distribution center straight to a Wal-Mart parking lot or, because the helium-filled craft will float, a year's worth of supplies to an offshore oil rig. "You can land on the snow, you can land on the water," Pasternak says.

"It's a new vision of what can be done in the air."

Provided by Roger Ferguson

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The inherent vice of capitalism is the unequal sharing of blessings; the inherent virtue of socialism is the equal sharing of miseries. - Winston Churchill

Sea Stories From GITMO



*P5M flying north off east coast of Cuba
(Dawn Patrol)*

The Bon Homme Richard was undergoing an ORI one night when we returned from a long patrol. We didn't see anything in the seadrome, but knew Bonnie Dick was there. We lit up the area with the radar and searchlight and confirmed she was streamed across the sealane, but darkened ship. We called on all designated frequencies and UHF and VHF guard but she refused to acknowledge or to turn on her lights. We finally took a last bearing on the radar and lined up the best way we could to avoid her and safely landed. We were pleased to learn later she failed her ORI.

In those days we frequently flew low enough, even at night, to read the name of the ship in our search area. One night, while flying southeast of Cuba, we came across two ships a short distance apart. From the wake we could see they were moving at a pretty fast clip. On closer inspection we realized they were naval combatants. A little further down the track we shined the radar into the Gulf of Gonaives and saw a dozen contacts, but all without lights. **WHAT THE ?** We turned off our lights and headed into the gulf and lit up a couple of ships with the searchlight. **They were U.S. Navy!** We turned on our lights and got the hell out of there. Back at home plate the AIO (who shall remain nameless) debriefing us said, "Oh. I forgot to tell you. The fleet is standing off Port-au-Prince to help evacuate the embassy in Haiti. Don't go over there." Thanks a lot.

The poor Marines were sitting in their ships for two weeks before the mess in Haiti was cleared up. Needless to say they were a little carried away when they returned to Gitmo. The local admiral had a brief-

ing on weekday mornings that some of us could attend. I liked to go on Mondays because you had the weekend being reported on. This morning the Marine Colonel in charge of the returning Marines said, "I think we handled the situation pretty well. We had two buses outside the club. One bus took the winners to the barracks and the other took the losers to sick bay."

There was another report of interest this time. The Marine border guards had a pet dog. The Cuban guards somehow lured the dog across the border, strung it up, and skinned it in full view of the Marines. A rock battle ensued since both sides were restrained from causing international incidents.

We sometimes had time to spare between flights. Fortunately, Gitmo had a large recreation budget. The golf course was pretty rocky, but good enough for a newbie like me. I noticed alongside some of the fairways there would be a sign. Instead of "Out of Bounds," the sign would read, "CAUTION. MINEFIELD."

One golf hole had a nasty trap in it. There was a high berm between the trap and the hole. Bill Pendley went into the trap. Merrill Stewart (whatever happened to him?) and I caught Bill picking up the ball and tossing it over the berm. He didn't throw it very far, so we didn't consider it a major infraction but it was worth a little teasing and maybe even blackmail.



*Occasionally subs were available for exercises
(you can see the outline below the water)*

Provided by John McLaurin
Pilot '62- '64

*"When I lost my rifle, the Army charged
me 85 dollars. That is why in the Navy
the Captain goes down with the ship."*

- Dick Gregory

Thanks Pelicans

From: Bob Meaders [bmeaders@consolidated.net]

Sent: Monday, November 20, 2006 3:49 PM

To: s.riddle@ieee.org

On behalf of the Marines, Navy medical personnel who accompany them in combat, and Air Force troops operating 'outside the wire', thank you. Your thoughtful contributions have helped us upgrade the combat helmets of over twenty-seven thousand young Americans (and a few old timers) in harm's way. Your efforts also stimulated the military branches to recognize the problem and begin providing the same protection to troops in harm's way.

We gratefully acknowledge your donation of \$2000.00. If together we can save just one precious life, time, effort and money from all of us will have been well spent. This week, we received a request from a Marine Expeditionary Unit headed for Anbar Province for 2,200 upgrade kits, as they can't get them through normal supply channels until after the first of the year! Much too late for troops headed into the most dangerous work in Iraq. Your donation will help tremendously.

As you've seen in the news, head injury and brain damage from explosives are still the leading causes of death and disability in Operation Iraqi Freedom. While the current Marine LWH and Navy and Air Force "PASGT" helmets offer good protection from ballistic impacts (bullets), they were not designed to deal with the level of explosives being hurled their way. The unmodified suspension systems allow the helmet to slam into the skull under extreme forces, causing brain injury from the blast wave itself as well as fragments carried on it, and the damage done when a trooper is thrown against an object or tumbled in their vehicle. A lining of shock-absorbing pads and a new chin/nape strap when needed makes a tremendous difference in survivability of blasts. The kits we purchase and provide free to the troops with the help of great folks like you helps decrease the level of injury from blast forces, and in some cases stops it completely. The helmets you help us upgrade are also much more comfortable, stable on the head, and cooler in summer. Your contribution is in the highest tradition of our military troops taking care of each other. There's nothing quite like the dedication of military men and women, past, present and future. We are pleased to hear from the Air Force and

Marines that they have mounted a program to provide helmet upgrades to all hands, but we are told they are backlogged for individual units. Accordingly, we continue to send the protective inserts to requesting units, having gotten permission from the Marine Corps Systems Command as well as the Air Force for them to use these in their dangerous jobs in Iraq and Afghanistan until such time as the government-issued upgrades are available. We anticipate that by the end of December at the latest, we can declare 'Mission Accomplished' as far as providing protective helmet upgrades and utilize any residual funds for other charities active in the rehabilitation and support of our wounded warriors.

I had hoped to attend the VP-45 homecoming in San Antonio, but had rather sudden ankle surgery and had to drop my plans for doing much except hobbling around the house being a pest to my patient wife! I hope we can get together in '08.

Sincerely and Semper Fi, shipmates. Thanks for helping support and protect our guys and gals in uniform. "The life you save may save another!"

Doc Bob

Operation Helmet

74 Greenview St, Montgomery, TX 77356

www.operationhelmet.org EIN 20-1756585

Bob Meaders, MD, CAPT, Medical Corps, USN-Ret



CWO Naval Aviators

NAS Pensacola Sailor Commissioned Into First Group of Aviator CWOs - By Megan Kohr, Naval Air Station Pensacola Public Affairs

PENSACOLA, Fla. (NNS) - Naval Air Station (NAS) Pensacola commissioned its newest Chief Warrant Officer (CWO) Dec. 1.

Aviation Warfare Systems Operator 1st Class Robert Reyes, along with 13 other Sailors Navywide, received his CWO bars as part of the Flying Chief Warrant Officer Pilot program. Ten pilots and four naval flight officers (NFO) were selected for the 2006 trial run of the program, and 10 pilots and six NFOs will be chosen in 2007.

The program allows enlisted sailors the opportunity to fly in patrol squadrons, helicopter sea combat squadrons and helicopter antisubmarine squadrons light. Applicants must have an associates degree or

higher, they must be commissioned before their 27th birthday and be physically qualified for aviation duty. Selectees will have to serve a minimum of eight years for pilots and six years for naval flight officers.

"The CWO program is intended to create flying specialists unencumbered by the traditional career paths of the unrestricted line (URL) community," Vice Adm. John C. Harvey said in a naval message in January 2006.

At the cradle of naval aviation, NAS Pensacola Commanding Officer, Capt. Peter S. Frano said he was pleased to learn that one of the selectees was from NAS Pensacola and couldn't be more proud that Reyes, "the hometown kid" was chosen.

"It's a wonderful program for the Navy, and Reyes is a wonderful example of how he and the Navy will benefit from this program," Frano said. "The initial group was handpicked and had to go through a tough selection process, so this means the best of the best were chosen."

According to the Flying CWO Pilot program's board, 69 applications were submitted for the pilot's slot and only 42 were fully qualified, and there were 48 applications submitted for the NFO and only 25 were fully qualified. Four of the 14 selected had their civilian pilot's license and 7 out of 14 were naval air crew.

Reyes, an air crew rescue swimmer attached to the Helicopter Support Unit aboard NAS Pensacola, said he is excited about his new adventure and has high hopes for the program. He advises sailors who are interested to start early and don't procrastinate.

The next board will be held June 16-20, 2007.

For more news from around the fleet, visit www.navy.mil.



A Bit of History

Naval Air Station (NAS), Keflavik, Iceland - NAB Keflavik was disestablished as a command in early September during a ceremony officially ending its 45 years of operations in support of the defense of Iceland. Over 100 Sailors attended the event, representing a majority of the forces that remain of a population that once exceeded 5,000 military and civilian personnel and family members. Special guests included U.S. Ambassador to Iceland Carol Van Voorst and special envoy for Iceland's Minister of Foreign Affairs

Thorsteinn Ingolfsson.

Commander Navy Region Europe Rear Adm. Noel Preston said the base played an important role in the region's military strategy.

"In the height of the Cold War, this was the place to be to protect against Soviet submarines. And we were successful and the NASKEF team had a great deal to do with that," Rear Adm. Preston said. "Now the world has changed and we are facing a war on terrorism. We are changing how we plan and prepare for this war. But what will not change is our friendship and partnership with Iceland."

The United States has had a military presence in Iceland since 1941, and a formal defense agreement with that nation since 1951. The Navy assumed the responsibility of running the air station from the U.S. Air Force in 1961. The base acted as a platform for several operational capabilities throughout World War II, the Cold War and in the modern era. The hangar housed rotational P-3 Orion aircraft and crews in support of antisubmarine warfare until 2004. The Army National Guard units and Interim Marine Security Forces stormed the lava fields surrounding the base during training exercises such as Northern Viking. The flight line served as a launching point for U. S. Air Force F-15 fighters.

The ceremony also marked the final moments of a transition that began in March. In preparation for the turnover, the NASKEF and tenant command team cleaned and cleared 550 facilities, and shipped 6.6 million pounds of household goods, 850 privately owned vehicles and 600 government vehicles.

"I'm in total awe of the people aboard NASKEF," said Capt. Mark S. Loughton, the air station's final Commanding Officer. "Everyone from the Sailors to the Airmen to the U.S. Civilians to our host nationals who have worked this effort, have done an incredible job. And the cooperation has been simply outstanding. There are 23 tenant commands onboard the air station so it was not just a NASKEF effort. It involved everyone here and many higher headquarters elements to develop the plan and execute it."

Everywhere from housing units, to playgrounds, to schools - all that remains now is the memories of the vibrant community the base once supported.

A reception following the ceremony provided time for Sailors and Icelanders to spend a few last lighthearted moments together. For many, the hardest part is saying

goodbye to host nation counterparts that have helped build the base's strong legacy.

"I will really miss this place," said MA1 (FMF) John Richardson, who led the Honor Guard during the ceremony. "I've been here two years and I've enjoyed being here where there is great camaraderie, beautiful landscapes to photograph and where the people are really wonderful."

The transition is to be completed by Sept. 30.



ENROLL FOR FREE IN THE NAVY LOG

The United States Navy Memorial, located on Pennsylvania Avenue in Washington, D.C., was established to honor the men and women of the Navy - past, present and future. The Memorial does not focus on a particular platform, war or era, but on the people of the Navy. At the heart of The United States Navy Memorial is The Navy Log.

The Navy Log was established in the 1980's as the permanent National Registry of Sea Service members' and veterans' individual service information - name, duty stations, awards, photos and memories.

With the advent of the internet and upgrades in capability at The United States Navy Memorial, people can enter their service information, or the information for a family member or shipmate, directly into the registry through the Internet without having a person at the Navy Memorial key in the data. The United States Navy Memorial passes that savings on to Sea Service veterans and their families by making enrollment in The Navy Log free.

The goal of The United States Navy Memorial is to have all the eligible veterans and service members enter their data into The Navy Log. More than a half million people are listed in The Navy Log, but there are millions more who can, and should be enrolled. Please encourage your shipmates to register today.

To enroll in The Navy Log, eligible veterans, service members, friends and family simply enter the appropriate information at www.navymemorial.org. You can also use the services of the Navy Log customer service representative at 1-800-NAVYLOG (1-800-628-9564) to enter your information.

The Lone Sailor

The Lone Sailor is a composite of the U.S. Navy bluejacket, past, present and future. He's called the Lone Sailor, yet he is hardly ever alone, standing there on the broad granite plaza which forms the amphitheater of the Navy Memorial. Visitors to the Memorial are immediately drawn to him to peer into his far seeing eyes, to admire him or size him up, to see if he's as tough or as gentle as he seems. Visitors find that he is all that he seems and probably more.

The founders of the Navy Memorial envisioned this Lone Sailor at 25 years old at most, a senior second class petty officer who is fast becoming a seagoing veteran. He has done it all — fired his weapons in a dozen wars, weighed anchor from a thousand ports, tracked supplies, doused fires, repelled boarders, typed in quadruplicate and mess-cooked, too. He has made liberty call in great cities and tiny villages, where he played tourist, ambassador, missionary to the poor, adventurer, souvenir shopper and friend to new lands. His shipmates remember him with pride and tell their grandchildren stories, some of which, like him, are seven feet tall.

The bronze statue is the creation of Stanley Bleifeld, U.S. Navy Memorial's official sculptor, selected by a board of recognized art authorities from a field of 36 sculptors identified in a six month, nationwide search. A native of New York City, Bleifeld maintains a studio at his home in Weston, Connecticut, and also in Pietrasanta, Italy.

Stanley Bleifeld served in the Navy in World War II. Like many other talented artists at the time, he was assigned as an illustrator for Navy training manuals; he never went into battle, but he helped train those who did.

After so long an absence from the Navy, Bleifeld visited the fleet and other Navy activities to help him see anew the American sailor in the sea environment; he further focused his impressions in meetings with the Secretary of the Navy, the Chief of Naval Operations, other senior officer and enlisted personnel, and his patrons — the Navy Memorial Foundation officers, staff and board members. These patrons represented literally hundreds of years of Navy experience and acquaintance with the Lone Sailor.

The process of conceptualization, modeling, sculpting, and casting went through five initial images, four different models, and well over a year of work before culminating in the unveiling at the formal dedication of the Memorial on October 13, 1987 — on the anniversary of the Navy's birthday.

The third model of a strong and brash young man leaning over a cleat, although very well received, was passed up in favor of an upright model. However a full casting of this model, dubbed the "Liberty Hound", was subsequently commissioned for the Jacksonville Navy Memorial in Jacksonville, Florida.

As part of the casting process, the bronze for The

Lone Sailor was mixed with artifacts from eight U. S. Navy ships, provided by the curator for the Navy in the Naval Historical Center at the Washington Navy Yard. The ships span the Navy's history, yielding small pieces of copper sheeting, spikes, hammock hooks and other fragments from the post-revolutionary frigates *Constitution* ("Old Ironsides") and *Constellation*; the steamer *Hartford*, flagship of Admiral David G. Farragut in the Civil War era; the battleship *USS Maine*; the iron-hulled steamer/sailing ship *USS Ranger*; the World War II-era cruiser *USS Biloxi* and aircraft carrier *USS Hancock*, and the



nuclear-powered submarine *USS Seawolf*. One last addition was a personal decoration from today's Navy, one given to sailors in war and peace, the National Defense Service Medal. These bits of metal are now part of the Lone Sailor.

Reaction to the Lone Sailor has been gratifying. "He certainly represents us," is the claim heard from nearly every Navy community, active or retired. The Navy Memorial Foundation regularly receives telephone calls or notes from Navy veterans or their families wondering where the Foundation obtained their photograph as the model for the statue. The Lone Sailor is impressive to people who have never served in the Navy and powerfully so for those who have served.

"You would want this guy at your battle station when it's not a drill," former Master Chief Petty Officer of the Navy Billy C. Sanders says of The Lone Sailor. "He is the classic American sailor. That statue looks like bronze, but there is plenty of salt, paint, 18sweat, fuel oil and courage stirred in." MAR 2007

P8 Demonstration Trailor

By Lt. Steve Bradfield

VP-30 PAO

The Boeing Corporation's P-8A Multi-mission Maritime Aircraft (MMA) demonstration trailer made a stop at NAS Jacksonville Aug. 11 as part of their nine-week cross-country tour.

The P-8A is a military derivative of the next generation 737-800 commercial aircraft and is the Navy's replacement platform for the P-3C. The state-of-the-art demonstration trailer provided a firsthand look into



Lt. Cmdr. Dan Parilla of VP-30, evaluates the P-8A flight controls during his simulated sortie Aug. 11. Photos by Clark Pierce

the latest technology being incorporated into the new weapon system. The demonstration trailer included a high fidelity cockpit flight simulation linked with three mission operator consoles and simulated sensors.

More than 300 aircrew and Sailors had the opportunity to participate in guided demonstra-

tions of the 21st century workstations and operational mission software, and participated in simulated test flights experiencing some of the mission qualities the P-8A aircraft will bring to the fleet. The demonstration trailer also included high bandwidth satellite connectivity enabling distributed simulations and network-centric demonstrations between the trailer and other Boeing Integration Centers across the country.

The day prior to the tours, a combined team from Boeing and Naval Air Systems Command, provided Sailors from



Boeing's Carrie Ann Hrastich stands by as AWAN Marvelous Salters of VP-45, evaluates the workstation software capabilities.

VP-30 and squadrons assigned to Patrol and Reconnaissance Wing Eleven a thorough brief on the MMA program and detailed information about the open architecture mission system. "It's great to get out and see the fleet, our customer in this development effort, and see them walk away excited about the product we plan on delivering to them in the coming years," said Egan Greenstein of the Boeing Corporation. "The trailer enables us to provide a more exciting, more realistic, demonstration of the P-8A's capabilities."

Capt. Tim Brewer, commanding officer of VP-30, after receiving a tour said, "I wish I was 15 years younger so I could get the chance to fly this aircraft. The NAVAIR team, combined with input from the fleet, is obviously on track to deliver a weapon system that will bring with it a huge leap forward in antisubmarine warfare technology."

The Boeing-led P-8A team, which includes CFM International, Northrop Grumman, Raytheon and Smiths Aerospace will produce five test aircraft during the program's system development and demonstration phase. The Navy plans to purchase up to 108 aircraft to replace its aging fleet of P-3 aircraft. The first aircraft will be delivered for flight test in 2009 and initial operational capability is slated for 2013.

•••••

Warfare Development: a new paradigm

By Lt.j.g. Scott Greer
VP-45 PAO

On Oct. 1, the P-3 squadrons of Patrol and Reconnaissance Wing Eleven (CPRW-11) unified their maintenance departments into a single Consolidated Maintenance Organization (CMO). With a renewed focus on warfare primacy, professional development, and leadership excellence, the resulting squadrons were completely restructured.

Central to the new construct was the creation of a transformational Warfare Development Department (WDD) charged with positional training along with tactical standardization and innovation.

Three department heads supported by nine junior officer instructor pilots and tactical coordinators lead the new department. Tactics are developed or refined

through close coordination with VP-30 and CPRW-11's Weapons Training Units, detailed postmission reconstruction/analysis, and feedback of lessons learned to aircrew.

Training is managed through the creation of positional warfare development tracks.

Enlisted aircrew remain in their respective training tracks until qualified whereas junior officers serve in either an intermediate or advanced training track. Intermediate training occurs during the first three months a junior officer is in a squadron. Advanced training is conducted after the first year culminating in a demanding oral review board and in-flight evaluation.

On Sept. 22, Rear Adm. Brian Prindle, commander, Patrol and Reconnaissance Group, Capt. Sean Buck, commanding officer (CO) of CPRW-11, Cmdr. Mark Turner, CO of VP-45 and Cmdr. Brent Klavon CO of VP-5 dedicated an innovative Warfare Development Center (WDC).

The WDC is a state-of-the-art facility comprised of 75 computers, cutting edge software, and the latest presentation technologies. In 2007, the WDC will also allow worldwide video teleconferencing and SIPRNET access. The new facility was created to support the WDD Inter-Deployment Readiness Cycles charter by providing a central location where aircrew undergo a rigorous syllabus of computer-based training, systems/tactics lectures, and professional/leadership seminars. At the end of the training, participants are expected to be a consummate war-fighter and leader.

Every detail, including the layout of the WDC, was planned in detail to reinforce the worldwide readiness of P-3 squadrons. Consisting of two classrooms, designated the campaign and warrior rooms, aircrew can view the flags and campaign streamers for the locations and operations that patrol squadron have operated in since World War II. More poignantly, all of the Navy personnel lost on Sept. 11, 2001 and the global war on terrorism are memorialized.

Prindle heralded the warfare development model as "the way of the future" and how the P-3 community will "make the step from the P-3 to multi-mission maritime aircraft without missing a step."

A quote from Sir Winston Churchill is on the wall of the warrior room that reads, "History will be kind to me for I intend to write it." The officers and Sailors of CPRW- 11, VP-45 and VP-5 are doing just that for the entire P-3 community.

SR-71 Blackbird

All of you, I think, will remember the SR-71 Blackbird. That magnificent aircraft, like no other,



80,000 feet, close to 2000 miles an hour. If it interests you just a little, read the following, It takes about 3 minutes.

There were a lot of things we couldn't do in an SR-71, but we were the fastest guys on the block and loved reminding our fellow aviators of this fact. People often asked us if, because of this fact, it was fun to fly the jet. Fun would not be the first word I would use to describe flying this plane — intense, maybe, even cerebral. But there was one day in our Sled experience when we would have to say that it was pure fun to be the fastest guys out there, at least for a moment.

It occurred when Walt and I were flying our final training sortie. We needed 100 hours in the jet to complete our training and attain Mission Ready status. Somewhere over Colorado we had passed the century mark. We had made the turn in Arizona and the jet was performing flawlessly. My gauges were wired in the front seat and we were starting to feel pretty good about ourselves, not only because we would soon be flying real missions but because we had gained a great deal of confidence in the plane in the past ten months. Ripping across the barren deserts 80,000 feet below us, I could already see the coast of California from the Arizona border. I was, finally, after many humbling months of simulators and study, ahead of the jet.

I was beginning to feel a bit sorry for Walter in the back seat. There he was, with no really good view of the incredible sights before us, tasked with monitoring four different radios. This was good practice for him for when we began flying real missions, when a priority transmission from headquarters could be vital. It had been difficult, too, for me to relinquish control of the radios, as during my entire flying career I had controlled my own transmissions. But it was part of the division of duties in this plane and I had adjusted to it. I still insisted on talking on the radio while we were on the ground, however. Walt was so good at many things,

but he couldn't match my expertise at sounding smooth on the radios, a skill that had been honed sharply with years in fighter squadrons where the slightest radio miscue was grounds for beheading. He understood that and allowed me that luxury. Just to get a sense of what Walt had to contend with, I pulled the radio toggle switches and monitored the frequencies along with him. The predominant radio chatter was from Los Angeles Center, far below us, controlling daily traffic in their sector. While they had us on their scope (albeit briefly), we were in uncontrolled airspace and normally would not talk to them unless we needed to descend into their airspace.

We listened as the shaky voice of a lone Cessna pilot who asked Center for a readout of his ground speed. Center replied: "November Charlie 175, I'm showing you at ninety knots on the ground". Now the thing to understand about Center controllers, was that whether they were talking to a rookie pilot in a Cessna, or to Air Force One, they always spoke in the exact same, calm, deep, professional tone that made one feel important. I referred to it as the "Houston Center voice." I have always felt that after years of seeing documentaries on this country's space program and listening to the calm and distinct voice of the Houston controllers, that all other controllers since then wanted to sound like that and that they basically did. And it didn't matter what sector of the country we would be flying in, it always seemed like the same guy was talking. Over the years that tone of voice had become somewhat of a comforting sound to pilots everywhere. Conversely, over the years, pilots always wanted to ensure that, when transmitting, they sounded like Chuck Yeager, or at least like John Wayne. Better to die than sound bad on the radios.

Just moments after the Cessna's inquiry, a Twin Beech piped up on frequency, in a rather superior tone, asking for his ground speed in Beech. "I have you at one hundred and twenty-five knots of ground speed." Boy, I thought, the Beechcraft really must think he is dazzling his Cessna brethren.

Then out of the blue, a navy F-18 pilot out of NAS Lemoore came up on frequency. You knew right away it was a Navy jock because he sounded very cool on the radios. "Center, Dusty 52 ground speed check." Before Center could reply, I'm thinking to myself, hey, Dusty 52 has a ground speed indicator in that million-dollar cockpit, so why is he asking Center for a readout? Then I got it, ol' Dusty here is making sure that every bug smasher from Mount Whitney to the Mojave knows what

true speed is. He's the fastest dude in the valley today, and he just wants everyone to know how much fun he is having in his new Hornet. And the reply, always with that same, calm, voice, with more distinct alliteration than emotion: "Dusty 52, Center, we have you at 620 on the ground." And I thought to myself, is this a ripe situation, or what? As my hand instinctively reached for the mic button, I had to remind myself that Walt was in control of the radios.

Still, I thought, it must be done — in mere seconds we'll be out of the sector and the opportunity will be lost. That Hornet must die, and die now. I thought about all of our Sim training and how important it was that we developed well as a crew and knew that to jump in on the radios now would destroy the integrity of all that we had worked toward becoming. I was torn.

Somewhere, 13 miles above Arizona, there was a pilot screaming inside his space helmet. Then, I heard it — the click of the mic button from the back seat. That was the very moment that I knew Walter and I had become a crew. Very professionally, and with no emotion, Walter spoke: "Los Angeles Center, Aspen 20, can you give us a ground speed check?" There was no hesitation, and the replay came as if was an everyday request.

"Aspen 20, I show you at one thousand eight hundred and forty-two knots, across the ground." I think it was the forty-two knots that I liked the best, so accurate and proud was Center to deliver that information without hesitation, and you just knew he was smiling. But the precise point at which I knew that Walt and I were going to be really good friends for a long time was when he keyed the mic once again to say, in his most fighter-pilot-like voice: "Ah, Center, much thanks, we're showing closer to nineteen hundred on the money."

For a moment Walter was a god. And we finally heard a little crack in the armor of the Houston Center voice, when L.A. came back with, "Roger that Aspen. Your equipment is probably more accurate than ours. You boys have a good one."

It all had lasted for just moments, but in that short, memorable sprint across the southwest, the Navy had been flamed, all mortal airplanes on freq were forced to bow before the King of Speed, and more importantly, Walter and I had crossed the threshold of being a crew. A fine day's work. We never heard another transmission on that frequency all the way to the coast. For just one day, it truly was fun being the fastest guys out there.



Restoration Project for the P5M-2 at the National Museum of Naval Aviation

Article from the Mariner/Marlin Association Newsletter
Summer 2006

The Patron Four Five Association should consider helping with this project. It's my understanding that the P5M at the National Museum is the only one in existence in the United States. VP-45 has flown PBYS, PBMs, P5Ms and P3s. PBYS and PBMs have been restored but the P5M has not. The candidate aircraft has had some external restoration in the past but hurricanes and other weather exposure have taken their toll. The aircraft is now in dire need of internal and external restoration and hangar parking. More to follow. ED

New Restoration Project for MMA

Jack Page has taken on the responsibility of moving forward with the P5M in Pensacola restoration project. The task may be overwhelming, but it's a start in the right direction.

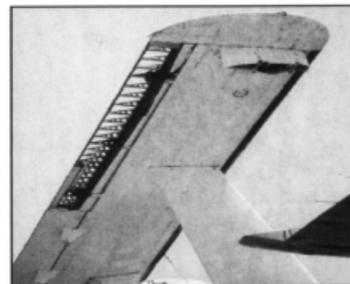
He has started by talking to the manager of the restoration program to get a written estimate of repairs. Jack also spoke to Bill Johnson, Operations Director about the possibility of the Mariner/Marlin Association taking over the project. As you can see by the estimate, most of the money is in labor, which can possibly be done by volunteers so the cost would be more feasible.

Jack is looking for members who would like to help either financially or physically, both are needed. If you are at all interested, please contact Jack at jackapage@cox.net or 850-432-8123.

As an update, we just learned that Jack has met with Capt. Bob Rasmussen who is the head of the Pensacola museum. He was very supportive of the project. Whatever money we can raise and pass on to the museum, he can put in a separate account for the P5M and will only be used for that project. There is about \$12,000 that was contributed by Lockheed Martin for use on the project. The captain was very impressed with the work we have done on the PBM in Tucson and is willing to give us a letter stating that any funds given will be earmarked for the P5M.

NATIONAL MUSEUM of NAVAL AVIATION Hurricane Damage Repair Estimate					
		MAN HOUR	LABOR COST	MATERIAL	
SP5B	135533	Port aileron bent	310 \$ 7,644.60	ALUM	\$ 300.00
		Paint system peeled from wind	700 \$ 17,262.00	PAINT	\$ 3,200.00
		Port engine rear nacell cone bent	215 \$ 5,301.90	ALUM	\$ 100.00
		Port flap inbird hinge broken	160 \$ 3,945.60	ALUM	\$ 50.00
		MAD boom torn off	600 \$ 14,796.00	ALUM	\$ 100.00
		MAD rear upper dome missing	250 \$ 6,165.00	CLOTH	\$ 200.00
		Top portion of rudder bent/skin missing	310 \$ 7,644.60	ALUM	\$ 300.00
		Port Pilot tube broken	35 \$ 863.10	PITOT	\$ 75.00
		Vent cover by forward door bent	120 \$ 2,959.20	ALUM	\$ 50.00
		Std Pilot tube broken	35 \$ 863.10	PITOT	\$ 75.00
		Stb Aileron cover missing	80 \$ 1,972.80	CLOTH	\$ 200.00
		Search light torn off and smashed	200 \$ 4,932.00	ACRYLIC	\$ 200.00
		Elevator control tube broken	240 \$ 5,918.40	ALUM	\$ 200.00
		Corrosion Control	150 \$ 3,699.00	EXPEND	\$ 100.00
Total			TOTAL 3465 \$ 83,967.40		\$ 5,150.00
			TOTAL \$ 89,117.40		

FOR JACK PAGE



Mostly damage to the control surfaces, the MAD Boom and search light. Paint is badly peeling and salt water soaking is a problem.



MilitaryVacationTravel.com is pleased to announce that Celebrity Cruise Lines and Royal Caribbean military discounts are now available to military veterans with at least 2 years of service (or six months in a theatre of war) and an honorable discharge. A copy of the military veterans DD214 will be needed at the time of booking.

This is the same discount program we currently have available for active and retired military. We are pleased to announce that Celebrity and Royal Caribbean are now allowing us to extend these discounts to our military veterans.

For more information military veterans are invited to visit www.militaryvacationtravel.com and click on the veterans link for a complete list of all cruise discounts currently available to military veterans including Carnival, Cunard, Holland America, MSC Cruises, NCL and Princess. Veterans are also invited to sign up for the MilitaryVacationTravel.com veteran email list for weekly vacation discount specials for veterans.

Military veterans are also invited to check out the Fisher House Fundraising Cruises on Holland America offered by MilitaryVacationTravel.com which are going to help raise money for our wounded servicemen and women served by the Fisher House Organization.



The Mariner/Marlin Association is holding its 25th reunion May 17-20 2007 at the Ramada Inn Bayside in Pensacola, Florida. Contact John Woodcock at (856) 931-7577, (609) 707-9194 or johnwwmm@aol.com for registration information.

The MMA is setting up a "restoration fund" for the last P5M-2 in existence. The last plane is located at the Navy Museum in Pensacola. Donations to the restoration project should be mailed to Bob Escobar, 140 Reno Road, Gatesville, TX 76528-3350. Make checks payable to Mariner/Marlin Association. Annotate the check memo line with P5M Restoration.

TREASURER'S REPORT (DECEMBER 31, 2006)

BANK OF PENSACOLA

Beginning Balance (07/01/06)	\$4,642.17
Income:	
Dues	\$ 955.00
Reunion Registration	2,812.00
Reunion Drawing	<u>287.00</u>
	4,054.00
Total Available	\$8,696.17
Expenses:	
Printing	\$ 831.68
Postage	144.83
Labels	46.95
Registered Agent Fee (3 yrs.)	450.00
Liability Insurance	599.00
Tote Bags	570.41
Operation Helmet & Pelican	2,021.50
Ready Room Supplies	241.51
Reunion Drawing Prizes	150.00
Audio-Visual Rental	91.58
Friday Night Reception	1,843.09
Banquet Guest Meals	<u>418.00</u>
Total Expenses	<u>7,408.55</u>
Ending Balance (12/31/06)	\$1,287.62

SMITH BARNEY MONEY MARKET

Beginning Balance (7/1/06)	\$16,457.16
Interest Income	<u>402.33</u>
Ending Balance	\$16,859.49

TOTAL BANK OF PENSACOLA	\$ 1,287.62
TOTAL SMITH BARNEY	<u>16,859.49</u>
TOTAL CAPITAL 12/31/06	\$18,147.11

Patrick J. Imhof, Treasurer

Statement prepared on January 22, 2007



Guess Who??



PATRON FOUR-FIVE ASSOCIATION

www.vp45association.org



VP - 45 (PBY)
1943 - 45

WALT DISNEY



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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.



PATRON FOUR FIVE ASSOCIATION

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PATRON FOUR-FIVE

Pelican Post

A S S O C I A T I O N



September 2007

Newsletter #40

From the President.....

Fellow Pelicans:

Barring an "Act of God", we are returning to Jacksonville for our 2008 reunion. It was a tough decision. For those who voted for a reunion site, it was essentially tied between Jacksonville and Nashville. The officers were also split 50/50 between the two sites.

To compare the two sites, my wife and I made a trip to Nashville to check out the hotel and then went to Jacksonville the next weekend to check out the hotel there.

After weighing the pro's and con's I made the decision for Jacksonville because I thought the Crowne Plaza on the St Johns River was a better hotel for our reunion. When we were in JAX four years ago, the Crowne Plaza was a Hilton just upriver from the Radisson.

We have the weekend of September 24-28 reserved. As additional information becomes available, updates will be provided at www.vp45association.org.

I have asked Bill Pendley to chair our nominating committee. In ad-

dition, Dave Johnson and Leo Cimino have agreed to serve on the committee. I am hoping to add two additional names to the committee in the next two weeks.

We have a great organization, but to keep it active, we need people to step up and take leadership positions. The time required for each position is not a big burden and most business can be coordinated via the Internet. If you are contacted and asked to serve, please consider saying YES!

YOU NOW KNOW THE TIME & LOCATION AND HAVE 12 MONTHS TO PLAN, SO I WANT EACH OF YOU TO NOT ONLY MAKE YOUR OWN DECISION TO ATTEND BUT TO ALSO MAKE SURE YOU CONVINCE AT LEAST TWO OTHERS TO COME. LET'S MAKE THIS THE BEST REUNION EVER.

May you have a happy, healthy holiday season.

Gene Graham

From the Vice President....

Pelicans,

It's time to start planning for the 2008 Reunion. As the President said, it will be in Jacksonville, so if any of you have any ideas that you would like to pass on to the planners, please pass them on.

We want this to be the best reunion ever, so each of you should get two of your fellow squadron mates to come. It will be great to see you all, so let's get it going and we will have a great time.

I'll see you there.

Jim Means

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From the Secretary.....

Dues for 2007 will expire at the end of December. Check your mailing label. Your year is indicated by the numbers next to your name. If you see "07", it's time to send your dues to our treasurer, Patrick Imhof.

The March newsletter will contain additional reunion information and will be mailed to active members (those with dues paid).

Steve Riddle

Make your plans for Jacksonville

September 24 - 28, 2008



*Crowne Plaza Hotel
Jacksonville - Riverfront
1201 Riverplace Blvd.
Jacksonville, FL 32207
1-904-398-8800
www.crowneplaza.com*



Ships Passing

A rather old minesweeper was cruising a lonely stretch of the South Pacific and was overtaken by a new Australian cruiser.

All the US sailors admired the new ship and the Captain sent a blinker-light message to the Aussies: "You are beautiful."

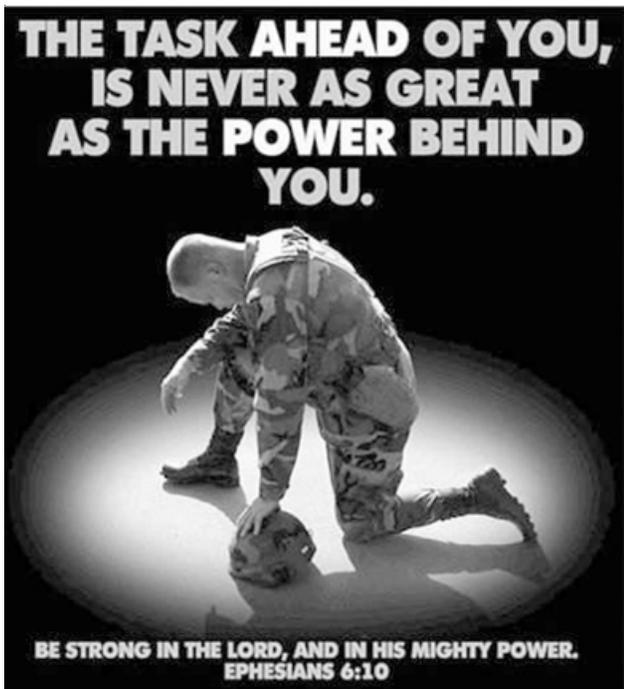
Less than 10 seconds later, the Aussie ship blinkered back: "I'll bet you say that to all the ships."

In Memoriam



<i>Walter J. Posey</i>	'44 - '46
<i>Roger D. Ferguson</i>	'44 - '45
<i>William W. Goodson</i>	'46 - '47
<i>Gordon K. Meriwether, Jr.</i>	'52 - '54
<i>Robert F. Hinckley</i>	'54 - '57
<i>Charles Fields</i>	'77 - '80

Pray for our troops & shipmates



And for their families.



September 15, 2007

Hello,

This is Roger Ferguson's daughter, Nancy. Dad died tonight at a little after 8 p.m. He'd had emergency surgery on Tuesday and just wasn't strong enough to recover. He asked me yesterday to let you know when he passed.

Sincerely,

Nancy Ellen

nancyeg@yahoo.com



Crossing the Bar

Sunset and evening star,
And one clear call for me,
And may there be no moaning of the bar,
When I put out to sea.

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the
boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;

For tho' from out our bourne of time
and place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crossed the bar.

-Alfred Tennyson

Email, letters and notes

13 March 2007

Hi Steve,

An account of one of many memories.....On the evening of December 12, 1945, an operation of some significance began to develop. Guantanamo Bay Naval Base had a huge outdoor movie theatre and a large portion of VJ-16 personnel were attending an evening movie when the movie suddenly stopped and an announcement was made that all VJ-16 personnel were ordered to their duty station immediately. When we got to the hangar, it was announced there was a rebellion going on in Haiti just a relatively short distance to the east of Guantanamo Bay. In order to save lives, the President (Truman, I believe) had decided that a show of force with Naval aircraft just outside the 3-mile limit was in order. All VJ-16 fighter and single engine bomber aircraft were to have machine guns installed and armed with ammunition and fly the next day to a point at least three miles from Port-au-Prince and maintain that relative position in a circular path for a certain length of time. Because much of the flight would be over water, I suggested that a PBY, (that could land on water), be sent along in case one of the patrolling single engine aircraft had to ditch in the water due to a serious mechanical malfunction. Because I had made the suggestion, I was selected to fly the aircraft (PBY-5A BuNo 7274). There was a crew of seven on board including copilot C. B. Miller. The operation on December 13, 1945 went smoothly without any problems. The show of force had its desired effect and the rebellion was quelled as a result.

Roger Ferguson
Pilot (PBY) '44 - '45



March 21, 2007

Gene & Steve,

I sent my choice for the next reunion (in JAX) via snail mail. Like some, I worked in DC for nearly 17 years; and although there is much to see and do in DC, it is extremely expensive and not a user-friendly place. When so many VP-45 alumnae spent so much of their career evading a Washington tour, why go there now?

I went to an international rally in Nashville last summer. I found it to be equally as expensive as DC; and

otherwise not too very interesting. The Grand Old Opera is not held in the same opera house. The Rock 'n Roll Hall of Fame is expensive. The most impressive thing we did in Nashville was to take a 40-minute tour of Nashville on the pink Nashville Tour Bus. The Gaylord Opera Land Convention Center was most definitely not a user-friendly place; and dinner there ran us \$125, for two, plus tip. The facility is so spread out that we never saw members of our own group during the 3 days we were there. It took nearly 30 minutes to walk from one side of the hotel to the other, assuming that you did not get lost. Parking surrounds the hotel, and the walk to the car could also take 30 minutes, assuming you did not get lost. Bottom line is that the Pentagon is nearly the same size but much less confusing. Our international association decided after last year to never return there for its annual international rally.

I was in JAX about 3 weeks ago and marveled at all the changes to the area, city, and base that have taken place in the last 15 years. Hotel room rates there are much less than the other two proposed locations. Additionally, JAX has one big advantage that the other two locations do not have. JAX still has a few Navy P-3s on the flight line. How nice it would be to walk the hangar 1000 flight line, have a drink at the bar, and possibly take a flight in a P-3 once more.

Judy and I had to miss the 2006 reunion because my mother's new home caught fire and displaced her within 45 days of moving to North Carolina. Needless to say, she was traumatized and could not deal with any reconstruction and insurance headaches. Thus, we had to be here for her in her time of need.

Judy and I are really looking forward to seeing all at the 2008 reunion.

Fred Haynes



Late to work

Tom was in his mid 50's, retired and starting a second career. However, he just couldn't seem to get to work on time. Every day, 5, 10, 15 minutes late. But he was a good worker, real sharp, so the 'Boss' was in a quandary about how to deal with it.

Finally, one day he called him into the office for a talk. "Tom, I have to tell you, I like your work ethic,

Email, letters and notes (continued)

you do a bang-up job, but your being late so often is quite bothersome to me.”

“Yes, I know Boss, and I am working on it.”

“Well good, you are a team player. That's what I like to hear. It's odd though, that you are coming in late. I know you are retired from the Navy. What did they say if you came in late there?”

“Good Morning Admiral”

•••••

24 March 2007

Steve,

Great newsletter! Thanks for your efforts. I'm attaching a crew picture from Adak, winter of 1965. We were Crew 4 and since Bob Sheffield was our tech, Patrick Imhof might want to see a copy. I will send a hard copy to Kelly Thompson, Bob's daughter. First row from left to right: Bob Sheffield, J.A. Goggins, Walt Bamberg, V.W. Decore, R.G. Hawkins, and T.A. Akins. Back row: B.L. Williams, Lt Larry Smith, Myself, LTJG Dave Parker, Ens Roger Marlatt and Master Chief R.M. Smith. Our plane LN-04 Buno 151358 was later to return permanently to Adak when it ran off the end of



the runway with a pitchlocked prop. Everyone survived.

Also thought you might like to know that in the first picture (in the last newsletter on pg 3) that Richard Bear II sent in, the pilot is Pete Blades, who ended up marrying the daughter of the Navy Admiral who was Com Fair Alaska while we were at Adak. The pic-

ture must have been taken later since Pete was an Ensign in Adak.

Keep up the great work on the newsletter. I hope to make the next reunion. It looks like everyone had a ball at the last gathering.

Best Regards,
Tom Golder

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2 April 2007

Steve,

Re: 2008 Reunion. I couldn't find any survey sheet in my last newsletter, so I'll make my preferences known this way. My choices, in order, are:

1. Nashville. Something new & different.
2. Jacksonville. Been there, done that.
3. Washington, D.C. Probably entirely too expensive. In addition, I have a personal bias: Having spent 22+ years there, I've concluded that the most scenic view of D.C. that I've enjoyed was the one in my rear view mirror as I left for the last time.

No matter where our reunions are held, I suspect anything West of the Mississippi will result in a lesser attendance than might otherwise be the case. The majority of PATRON 45's membership is on or near the East coast, and the squadron has almost always been an Atlantic entity. Personally, I would have no problem with the Association providing all or at least partial reimbursement of travel expenses of those members who do have to come from points West.

As a personal aside, I thought you might be interested to learn that, since San Antonio, my personal landscape has been somewhat rearranged. I've gone bionic. In January, I got fitted with a pair of hearing aids. In February, as a result of a cardiac incident, I had a pacemaker implanted. Like the Energizer bunny, I'm good to go - until the battery runs out. Now if only medical science could come up with a solution to my failing eye sight (macular degeneration), I'd be in fat city.

Email, letters and notes (continued)

Had dinner with Mort & his bride a week or so back. They are doing fine. If Mort had any more irons in the fire than he has now, he'd have to be twins!

'Nuff said for now. All the best. See you in 2008.

Sincerely,
Cliff Oberlander

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5 April 2007

Dear Steve,

The road to HELL is paved with good intentions and you can bet my road is solidly paved. I wanted to tell you how much I enjoyed the Reunion in San Antonio. Everything went smoothly and I agree having it "Catered" by Military Reunion Planners was a good idea! Sign me up for 2008 - anywhere is O.K. with me. However, I think Nashville will offer lots of fun things to do.

You do such a great job - know that your hard work is recognized and appreciated. I will be glad to work the desk next time.

Sincerely,
Vivian Corey

•••••

11 April 2007

Steve,

I sure enjoyed seeing and chatting with my former Canal Zone VP-45 shipmates in San Antonio. FYI, I still have some 8mm movies that I need to put on VHS tapes. I have some pictures of PBM JATO takeoffs - from armed forces days in 1953 and 1954. Problem is, I just have to remember to do it - ha!

All your efforts are greatly appreciated,

Sincerely,
Hank Ingber

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12 April 2007

Steve,

I would have got this back to you a lot sooner, but I was in the hospital from mid February until late March recovering from a slight stroke. They say I'm recovering

fairly well.

I will be moving back to California during the summer months to be near my children.

Smooth Sailing,
Tony Navarre

•••••

13 April 2007

Dear Steve,

Jax (or) Nashville is my choice, either one I would hope to make it!

Please indicate my spouse, Nancy, on the next roster. She has been with me through all my VP-45 days.

Sincerely,
Dusty Rhodes
'64 - '67

•••••

13 April 2007

Dear Steve,

What a magnificent job you have done on the Newsletter! A couple of comments which might be of interest:

In 1984 my wife Shirley and I had planned to take Space A to England. Shirley died before this could happen. Deciding later to make the trip anyway, I managed a flight from Roosevelt Roads to NAS JAX where I was told by the P-3 Plane Commander that the flight to Elgin, Scotland was 'operational' and that I was not eligible. Fortunately the Mission Commander, a RAF Wing Commander persuaded the PPC to 'let the bloke come along'. I don't think this was VP-45. I can tell you that P-3 accommodations certainly are a bit more comfortable than the PBM.

Elaborating on John McLaurin's comments on Golf at Gitmo, I remember in 1943 (with VP-32) finding my ball in the mouth of a rather large Iguana. Being told that it was course rules, I dropped another ball and played on.

After thirty-five glorious years in the British Virgin Islands, Prudence suggested a move to Independent Living (read retirement community). So here we are at Cypress Village in Jacksonville. My Mayo doctor cautioned against riding a bicycle for exercise fearing a fall which might break a hip. I compromised by acquiring

Email, letters and notes (continued)

a 'low rider' tricycle. A long way from driving the MARS which I did when called back to active duty for Korea.



Not hard to see why we hope the choice for the next reunion is Jacksonville. If so, we'll see you there.

Warmest Regards,
Emmett Evans
VP-205 42-44



17 April 2007

Steve,

Maybe you could sneak a photo of me as "Elvis" in the newsletter! We live in Sun City, Palm Desert, California and the performing arts group enlisted me to perform as Elvis and Louis Prima for a musical they put together.

I can sing fairly good so I agreed and it was a smash success. Not bad for a guy in his 70's! I had to grow my



hair out and color it a bit but it was worth it!!

I am very proud of myself!!

Your fellow Pelican,
Paul Loria



"If ignorance is bliss, why aren't there more happy people?"

24 April 2007

Hi Steve,

Along with my selection for our next reunion, I've enclosed a check for forty-five dollars to extend my membership an additional five years.

I'm sorry that I could not make the last reunion as my wife had some health problems and we had to cancel. I hope to see you all again in '08.

Sincerely,
Bob Hummel



1 May 2007

Dear Steve,

I don't know if anyone has missed me at the reunions the past several years but it usually has been because I have been traveling the world researching the life and music of my great-great-grandfather Julian Fontana. I have a website dedicated to him (www.julianfontana.com) and if anyone wants to read about what I have been doing they can read the article



At the tomb of my great-great-grandfather Julian Fontana in the Montmartre

At the statue of Adam Mickiewicz, godfather of Julian Fontana's son, Warsaw, Poland.

on the following link:

http://www.julianfontana.com/bibliography/Internet_Revival_of_Julian_Fontana_rev2.pdf

I would appreciate it if you could put a small note in an upcoming newsletter. I will send a couple of pictures which you can use in the newsletter if you need to fill up space.

Thanks and best wishes,

Bill Rodriguez, Capt. USN (ret.)
62-64, 77-79

Email, letters and notes (continued)

20 June 2007

Steve,

I can see from your bulletin board on your VP-45 website that you have placed my request for information about VP-45 in Bermuda. Thanks for that, much appreciated. Can I ask for the following request to be put in the next newsletter please? As part of my ongoing research into the history of aviation in Bermuda, I am wondering if any VP-45 Association members can help me with information on the US Navy Flying Club that operated at the NOB in Bermuda in the late 1950s? I know very little about this outfit other than it had two Luscombe floatplanes that were registered in Bermuda as VR-BAH and VR-BAS. The flying club was started around 1958 but seems to have stopped around



1960. Are there any of you from VP-45 who were members of the Flying Club? Please contact me if any of you have information or photographs. VR-BAS eventually went to the USA as N1890B and VR-BAH is still stored by Colin Plant in Bermuda in poor condition.

Thanks,

Tom Singfield
25 Chennells Way
Horsham
West Sussex
RH12 5TW
UK
tom@singfield.freeserve.co.uk

18 August 2007

Steve,

Who Says Vets Can't Salute the Flag? Have you ever been confused whether you're supposed to put your hand over your heart or if you're authorized to salute when the U.S. Flag passes or the national anthem is played?

Current law (Section 9 of title 4, United States Code) says that veterans and service members not in uniform should put their hands over their hearts. It

doesn't expressly say they're not authorized to salute the Flag — but it doesn't say they can, so that's the implication.



That's a sore spot for many veterans, for whom the salute is a point of pride in their service. Sen. James Inhofe (R-OK) and Rep.

Dan Boren (D-OK) introduced legislation (S. 1877 and H.R. 3380, respectively) to

change the law to state that those present in uniform "should render the military salute. Members of the Armed Forces and veterans who are present but not in uniform may render the military salute."



Last month, on July 25, the Senate approved S. 1877 by unanimous consent, and it has been forwarded to the House for consideration.

Please note that it does not mandate the salute for members and veterans not in uniform, but simply clarifies that they are authorized to honor the Flag with a salute rather than the hand over the heart if they prefer.

Fair Skies.....

Chuck Caldwell



18 August 2007

All Pelicans,

Many years ago, when I joined the Navy as a NavCad in 1953, I lived in a big home in Abbeville, Louisiana. Abbeville is located in south Louisiana in the heart of Cajun Country, where one is as likely to hear French spoken as English - only not so often as when I lived there. Long after my departure from Abbeville and after a career in the Navy - my first squad-

Email, letters and notes (continued)

ron was VP-45 at N.S. Coco Solo, Panama, and then N.S. Bermuda - my relatives sold the old home.

What was my home is now listed in the National Registry of Historic Places and is a unique commercial enterprise where one can experience the mysterious Cajun culture and cuisine in regal splendor. Should any Pelican visit (or be from) the Pelican State of Louisiana and venture into the heart of Cajun Country (20 miles south of Lafayette), and want a truly memorable and pleasurable experience, first go to the link < http://www.thecaldwell.com/site.php> (call 1-337-281-0807 for a brochure or ask questions) and see for yourself what may be in store for you.

I have no connection to this enterprise nor do I gain anything from your visit, but I want to enlighten my fellow Pelicans to a cultural experience that I feel they might want to consider.

Fair skies . . . Chuck Caldwell

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Ahoy, Steve -

I just had to send this - Will They Never Learn??? From the San Diego Union-Tribune, Saturday, 1 September 2007: "Cameron Park - Authorities say heat may have played a role in the crashes of two small planes hours apart Thursday at an airfield in Cameron Park, in the Sierra foothills east of Sacramento.

". . . The warmer air might not have allowed for enough lift for the planes, said an El Dorado County Sheriff's Department spokesman."

Fair skies . . . Chuck

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P5M-2 Restoration Report

As reported by Bruce Barth, Historian, Mariner/Marlin Association. At the Annual Reunion in May 2007, Capt. Rasmussen, Director of the National Museum of Naval Aviation (NMNA), spoke to the Mariner/Marlin Association about the Museum's plans to restore the sole remaining Martin P5M-2 (SP-5B) Marlin, which has been part of their collection since 1975.

Following the banquet, the Association presented Rasmussen with a check for \$20,000 toward the external/internal restoration of the aircraft. This is in addition to the \$12,500 in dedicated funds raised by the Association and held by the Museum since 1996 and monies allocated by the Navy to repair the storm dam-

aged aircraft. According to Rasmussen the Marlin will follow the Coronado in the restoration queue, which is currently in progress.

As of August 31st I am pleased to report that the restoration of the Marlin is well under way and the contractors are doing a very professional job in all respects. The work performed to date includes:

- T-Tail was removed and all components completely refurbished, painted, and reinstalled on the fuselage.
- MAD boom was completely refurbished and reinstalled on the T-Tail.
- Searchlight was completely refurbished but not yet installed.
- The fuselage is being treated and repaired for corrosion control and metal replaced where necessary in preparation for priming and painting.
- Beaching gear tanks were removed and painted.

The aircraft is expected to be completed and fully painted with all external repairs done by October 1, 2007.

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USS New York

It was built with 24 tons of scrap steel from the World Trade Center .

It is the fifth in a new class of warship - designed for missions that include special operations against terrorists. It will carry a crew of 360 sailors and 700 combat-ready Marines to be delivered ashore by helicopters and assault craft.



Steel from the World Trade Center was melted down in a foundry in Amite , LA to cast the ship's bow section. When it was poured into the molds on Sept. 9, 2003, "those big rough steelworkers treated it with total reverence," recalled Navy Capt. Kevin Wensing, who was there. "It was a spiritual moment for everybody there."

Junior Chavers, foundry operations manager, said that when the trade center steel first arrived, he touched it with his hand and the "hair on my neck stood up." "It had a big meaning to it for all of us," he said. "They knocked us down. They can't keep us down. We're going to be back."

The ship's motto? "Never Forget"

'Seven U.S.N. Airmen'

A gravesite containing the remains of the crew of a plane lost over Kiska Island during World War II originally was identified with a simple wooden marker but later was lost.

The remains of Seaman 2nd Class Dee Hall, originally buried with the rest of his crew in a common grave on the Alaskan island where their plane crashed during World War II, were thought to be lost forever. But more than 60 years later, on Dec. 15, 2005, Hall, of Syra, Okla., was buried at the Fort Sam Houston National Cemetery in San Antonio.

Hall was one of seven crew members aboard a U.S. Navy PBY-5 Catalina that took off from Kodiak Island, Alaska, June 14, 1942, to attack Japanese targets in Kiska Harbor, Alaska. After the crew encountered inclement weather and heavy Japanese anti-aircraft fire near the target, their plane crashed on the Japanese-held Kiska Island. In August 1943, the United States retook Kiska Island from the Japanese, and wreckage of the plane was found on the side of Kiska volcano. The remains of the crew were buried in a common grave marked "Seven U.S.N. Airmen" with a wooden marker. Following the war, attempts to locate the common grave were unsuccessful.

Then, in 2002, a wildlife biologist notified DoD's POW/Missing Personnel Office that he had found the wreckage of

a World War II aircraft on the Kiska volcano. The site was excavated by the Joint POW/MIA Accounting Command, which found debris from Hall's plane, the crew's remains, and the wooden marker. Subsequent analysis led to the identification of all seven crew members.

A PBY Navy bomber like the one lost on Kiska Island flies over a rugged mountain range looking for invading Japanese during World War II.



Looking Back in Time



CDR Thompson Takes Command of the Pelicans

By LTJG Scott Greer

On May 11th, Hangar 116 was the site of Patrol Squadron 45's Change of Command Ceremony, in which



CDR Mark L. Turner

CDR Thomas L. Thompson relieved CDR Mark L. Turner as the Commanding Officer. Honored guests, family, friends, as well as the Officers and Sailors of VP-45 bid farewell to CDR Turner and welcomed CDR Thompson as the new Skipper. CDR Douglas J. Fitzgerald assumed the duties of Executive Officer.

The ceremony gave attendees a chance to reflect back on the past year with CDR Turner at the helm. Some of the highlights of the year were the Pelicans' participation in RIMPAC, Operation VALIANT SHIELD, Operations IRAQI FREEDOM and ENDURING FREEDOM - PHILIPPINES, and the nominations for the CNO Safety Award and the AVCM Donald M. Neal Aircraft Maintenance Award. But the true pinnacle of Skipper Turner's leadership was the transi-

tion to the Consolidated Maintenance Organization (CMO) and Warfare Development constructs. These new constructs are the way of the future of Naval aviation and will serve as the models for other bases around the world to emulate.

The CMO construct involved transferring all Maintenance Department personnel and assigned aircraft from VP-45 to Commander, Patrol and Reconnaissance Wing ELEVEN (CPRW-11). This was a huge endeavor that required a tremendous amount of planning, logistical support, hard work, and, most of all, leadership, which CDR Turner eagerly provided.

The Warfare Development construct entailed creating an entirely new department that will mentor, assist, and monitor the training and professional development of every new Officer and Sailor that is assigned to VP-45. An extremely useful tool of the Warfare Development Department (WDD) is the Warfare Development Center (WDC). The WDC is a learning resource center with computer-based training and other learning resources. All P-3 aircrewmembers use the WDC to aid in their training and upgrading programs. Under CDR Turner's leadership, the Pelicans turned the vision of the WDC into a reality that is now being used by four VP squadrons.

The new Pelican Skipper, CDR Tom Thompson entered Aviation Officer Candidate School in June 1987 under the Naval Aviation Cadet (NAVCAD) program. He was commissioned and designated as a Naval Aviator in 1989 after complet-

ing flight training. After his initial tour with Patrol Squadron 23, he reported to Patrol Squadron Special Projects Unit TWO (VPU-2). In



CDR Thomas L. Thompson

May of 1995 he entered the Degree Completion Program at the University of Florida and completed his Bachelor of Arts degree in Political Science in May 1997. CDR Thompson then reported to the USS JOHN F. KENNEDY for his disassociated sea tour. Upon completion of this tour, he served as a Department Head in VPU-2. Before coming to VP-45 as the Executive Officer, he served as the Maintenance Officer on the staff of Commander, Patrol and Reconnaissance Force Seventh/Fifth Fleet. CDR Thompson and his wife, Tonie, are the proud parents of Brittany, Breck, Hannah, and Emily.

CDR Doug Fitzgerald was commissioned in May 1990 after earning a Bachelor of Science degree in Civil Engineering from the University of Florida. He was winged as a Naval Flight Officer in October

1991. His first operational tour was flying the A-6E Intruder with Attack Squadron NINE FIVE at NAS Whidbey Island, Washington. In 1997, CDR Fitzgerald transitioned to the S-3B Viking and reported to Sea Control Squadron TWO FOUR (VS-24) at NAS Cecil Field, Florida. His next tours were with Sea Control Weapons School and then VS-32, both at NAS Jacksonville. In 2006, he completed his Joint Professional Military Education and earned a Master of Arts in National Security and Strategic Studies from the College of Naval Command and Staff at the Naval War College in Newport, Rhode Island. CDR Fitzgerald is the proud father of three children, Katie, Emily, and Jack.

VP-45 congratulates CDR Turner on a successful Command tour and bids him and Mrs. Turner "Fair Winds and Following Seas" as they head back to Washington, D.C., where CDR Turner will serve as the P-3/MMA Requirements Officer for the Chief of Naval Operations Staff. The men and women of VP-45 also congratulate Skipper and Mrs. Thompson and welcome XO Fitzgerald to the Pelican team.

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VP-45 Assumes the Watch

*By Lt. Edward Fong
VP-45 PAO*

VP-45 has recently begun mobilizing its assets overseas as it begins its six-month deployment in support of the global war on terrorism and counter drug operations. The squadron will be operating in various parts of the world with a focused presence in Sigonella, El Salvador, and Djibouti.

VP-45 will be flying the mighty P-3C "Orion" which is capable of providing superior support in Anti-submarine/Surface Warfare, Overland Reconnaissance, and Strike missions. They will deploy to support FIFTH fleet, CENTCOM, and SOUTHCOM. The first aircraft and her crew left NAS Jacksonville on May 25th and the entire squadron is expected to be completely mobilized and established in its theaters of operation within the first few days of June.

The six-month deployment will bring the men and women of VP-45, who proudly call themselves the "Pelicans," back to Jacksonville in early December - just in time to spend Christmas with their friends and family.

During the last six months, the "Pelicans" have been working tirelessly in preparation for this deployment.

Weekend operations and 2am flights were not uncommon. Alongside this preparation, VP-45 was surging



nine combat air crews (CACs) since October 2006 to FIFTH and SEVENTH Fleet in support of operations IRAQI FREEDOM and ENDURING FREEDOM. Their dedication, hard work and sacrifices paid off as 12 CACs now stand ready and are currently in the midst of taking over the watch from the VP squadrons whose deployments are drawing to a close.

In addition to the 344 sailors and 68 officers of VP-45, the squadron will be supported by a detachment of maintainers from the Consolidated Maintenance Organization (CMO) structure. CMO was a

VP-45 on det



Photo by MC2(AW) Gary Granger Jr.
AT3 Charles Gross, assigned to Consolidated Maintenance Organization in support of the "Pelicans" of VP-45, conducts maintenance procedures to ensure proper function of the P-3C Orion turbo prop engines in Comalapa, El Salvador, July 31.

new concept implemented less than a year ago, designed to improve maintenance services for the "Orion," making it more efficient. VP-45 will be working closely with CMO on this deployment to help develop and

validate that concept before it is implemented in the rest of the P-3 community.

This scheduled deployment came quickly after the establishment of the new leadership of VP-45. CDR Thomas L. Thompson, took over command of the squadron from CDR Mark L. Turner just a few weeks ago (on May 11th). CDR Douglas J. Fitzgerald reported



Lt. Brian Williams Inspects a Maverick Missile Installation

onboard as the new Executive Officer at that time and joined CMDCM (AW/SW) Howard A. Simpkins who succeeded CMDCM Thomas L. Welden back in April.

The “Pelicans” have a proud and impressive deployment history. The squadron has been the recipient of four Battle “E” awards, five SIXTH Fleet “Hook ‘em” Awards for Anti-

Submarine Warfare excellence, and numerous other unit trophies and awards. The “Pelicans” are looking forward to continuing the proud service and history of VP-45 on this deployment.



U.S. Navy P-8 Poseidon



VP-30 Change of Command

Capt. Richard Fite assumed command of VP-30 during a change of command ceremony on August 31 at Hangar 30, NAS Jacksonville. Fite relieves Capt. Tim Brewer, who has led VP-30 since August 2005. Retired Navy Rear Adm. Michael Holmes was the guest speaker.



Those of you that attended the 2004 Reunion in Jacksonville will remember that then CDR Fite was the “Skipper” of VP-45 and our guest speaker at the banquet. Our congratulations are extended to Capt. Fite.



P-8 Completes Critical Design Review

June 15/07: The P-8A Poseidon, successfully completes its Critical Design Review (CDR) June 15 without a single request for action by industry partner Boeing, who hosted the meetings in Seattle. A CDR without a single request for action is a fairly rare



event, and the July 3/07 NAVAIR release explicitly complimented Boeing’s team on their achievement.

The program will seek approval in a summer 2007 program readiness review to build 2 test aircraft before the next milestone decision to enter full-rate production of the Poseidon. Assistant Secretary of the Navy for Research, Development and Acquisition Dr. Delores Etter would be the approving executive. [NAVAIR release.](#)

COMMAND

Only a Sailor realizes to what extent an entire squadron reflects the personality and ability of one individual, the Commanding Officer. To a landsman, this is not understandable, and sometimes it is even difficult to comprehend, but it is so.

A squadron is a different world and in consideration of the protracted and distant operations of the fleet units, the Navy must place great power, responsibility, and trust in the hands of those leaders chosen for command.

In each squadron there is one person who, in the hour of emergency or peril, can turn to no other. There is one who alone is ultimately responsible for the safety, effectiveness, and morale of the squadron. He is the Commanding Officer. He is the Squadron.

This is the most difficult and demanding assignment in the Navy. There is not an instant during his tour as Commanding Officer that he can escape the grasp of command responsibility. His privileges in view of his obligation are ludicrously small; nevertheless, Command is the spur which has given the Navy its great leaders. It is a duty, which most richly deserves the highest, time-honored title of the maritime world...

“SKIPPER”.

.....

Helpful Enemies

Bromma Airport in Stockholm was a beehive of international activities during WW2. German Lufthansa transports landed there regularly after trouble-free flights in German-controlled airspace. Allied military transports, disguised as civil airplanes, arrived in a steady stream from Leuchars in Scotland after flying in hostile skies during moonless nights.

They brought with them VIPs, diplomats, vital machinery parts, film and photo-chemicals, books, fresh newspapers. When they left Bromma on other moonless nights they were loaded with new VIPs, Norwegian resistance people, roller bearings, special steel products, and whatever was needed back there in the West.

During the last years of the war this clandestine traffic was intensified and organized by old polar bear Bernt Balchen in what was called "Operation Sonnie." The standard plane was the Consolidated C-87 Liberator Express. On Bromma, German and American airplanes were mixed together in a comic hodgepodge,

and the two parties watched each other carefully.

One day, one of Balchen's Liberators cracked a cylinder head on a flight from Leuchars. They could have sent for a spare cylinder from Scotland, but Yes-Vee-Do-It-Balchen did it his own way. He knew that the DC-3s the Germans were operating between Berlin and Stockholm used the same engines, so he asked his friend Carl Florman, of the Swedish airline ABA, to borrow a spare cylinder from the Lufthansa representative at Bromma. The German replied that he didn't have one on hand in Stockholm, but would arrange for one to be sent up from Berlin on the next plane. The following day Lufthansa delivered a cylinder from an American B-24 which had crashed in Germany. Balchen installed it in his Liberator and flew back to Leuchars. There he got a spare cylinder and took it to Stockholm the next day to replace the one borrowed from the Nazis. Everybody was happy.

(- Bernt Balchen: Come North with Me)

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TREASURER'S REPORT

BANK OF PENSACOLA

BALANCE AS OF 1/1/07	\$1,287.62
Income	
Dues:	\$1,820.00
Total Balance (dues added)	\$3,107.62
Expenses:	
Delaware filing fee	25.00
Postage	292.47
Printing	1,022.81
Web Site	95.40
Reunion expense J. Means	229.21
Banner and Cartridge	<u>172.29</u>
Total Expense	<u>\$1,837.18</u>
BALANCE AS OF 6/30/07	\$1,270.44

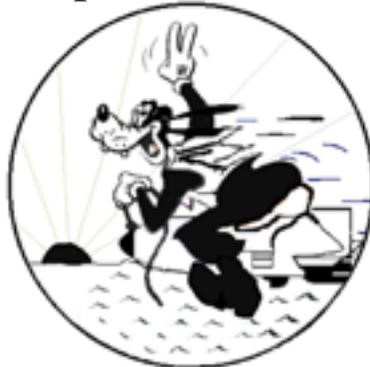
SMITH BARNEY MONEY MARKET

BALANCE AS OF 1/1/07	\$16,859.49
INTEREST INCOME	
January through June, 2007	406.94
LESS SERVICE FEE	<u>-100.00</u>
BALANCE AS OF 6/30/07	<u>\$17,166.43</u>
TOTAL CAPITAL AS OF 6/30/07	\$18,436.87

Patrick J. Imhof, Treasurer
Statement prepared July 24, 2007

PATRON FOUR-FIVE ASSOCIATION

www.vp45association.org



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1943 - 45 *Walt Disney*



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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; 850-432-0036; patrickimhof@vp45association.org; Please inform the editor if you change your address.



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