

# PATRON FOUR-FIVE

A S S O C I A T I O N

Pelican PostB



MARCH 2010 NL#44

## *From the President ....*

Fellow Pelicans:

As most of you probably already know Washington DC has been selected as the location for the 2010 Patron Four Five Association Reunion. The vote was not even close with the Washington area receiving more votes than all of the other proposed sites combined. Final plans for the upcoming reunion are well under way and provided in this newsletter. Details will also be posted soon on the association web site. I would ask each of you to get in touch with people you know who are not members and encourage them to join. Let's make this the best reunion ever! We have published reunion notices in several publications and have already received inquiries from past members of VP-45, who are not association members requesting details for the upcoming reunion.

In addition to renewing old friendships and making new ones, DC has many sites to visit. For most of us, it will be an opportunity to visit

PAX River to be briefed on (and tour if available) VP-45's next aircraft the P-8 Poseidon.

The association is still looking for a "Website Manager", if anyone out there is interested please contact any one of the association officers.

One final note, all of the current association officers have agreed to serve an addition tour; however that does not preclude any member of the association from applying for a position as an association officer. If anyone is interested in applying for a position as an association officer please contact me. I will appoint a nominating committee for applicant consideration and vote by ballot of the membership at the next reunion.

Hope to see all of you in DC.

*Buck*



## In Memoriam

***Those who have made  
their last takeoff ...***

### **Tom Doyle**

From Audrey Doyle passed to us via e-mail through David Sanderson and PJ Imhof. My husband, Tom Doyle passed away on Tuesday, December 29, 2009 due to a heart attack. Services were held January 4, 2010 at St. Martha's Catholic Church in Murietta.

... and from Bill Pendley via e-mail. "I regret to be passing along the word on the loss of Tom Doyle who passed away on Wednesday, 29 December. He had been in apparent good health, and suffered a heart attack. The funeral service will take place on Monday, 4 January 2010, at St. Martha's Church, at 37200 Whitewood Road, Murieta, CA 92563."

### **Ralph G. Musick**

From Barbara Musick sent via e-mail. My husband, AT1 Ralph G. Musick, took his last flight on September 5, 2008. Ralph served three years with VP-45 (1958-1960) and enjoyed every day. He first flew on the Captain's plane then was transferred to Number 3 boat. Mr. Christensen was the pilot and I believe Ickes was the crew chief. Bermuda was a fantastic duty station and the "family" of VP-45 was and still is, awesome. We made lifelong friends and cherish every one of them. Ralph left this plane 53 years and 11 months to the day we were married. He served as flight crew in ZX-11, VP-45, VAW-111, and VAW-113 making two cruises on the USS Constellation and one on the USS Enterprise. By the way, Ralph was

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either at school or for some other reason, had someone else take the flight that ended up landing and taxing in the open ocean to Jacksonville, Fla. Suffice to say, he was told by the person that took the flight - "I will never take another flight for you!" .I would appreciate you putting this in the Memorial section of the newsletter.

### **Frank Agnew**

From Bill Smith sent via e-mail through Charles Caldwell. Frank Agnew, pilot '56-'59 and plankowner of the Association died on Friday March 12, 2010 following a long battle with cancer complicated by a stroke. Frank joined VP-45 in Coco Solo when VP-34 was disestablished and was on the last P-5 to leave that seadrome for Bermuda. Frank was also the PPC of the P-5M stuck in the ice overnight at Norfolk.

From Anne Agnew sent via e-mail through Mort Eckhouse and George and Susie Newman. "Susie, I sent out an email yesterday but I don't remember your name being on the list. Frank died Mar 12. It was a blessing. He was a prisoner in his own body. He had a stroke Dec.5 and was only off his back a few times since that date—until he died. He died of cancer but was never in any pain from it. I just today made arrangements for the funeral. It will be March 20. Just wanted to let you know. Hope all is going well with yall."

### **Irwin Smith**

From Kim Iannuzzi, Irwin Smith's daughter. My mom said that you requested my dad's obituary and asked me to forward it to you. We submitted the following obituary to the Jamestown, New York newspaper. I hope that this is helpful. Thank you for your concern and taking the time to talk to my mother, she really appreciated it.



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CHAMBERSBURG, PA - Irwin Milton Smith, 82, died in his home, while surrounded by family, on Thursday, December 10, 2009. Mr. Smith was born in National Park, New Jersey, on January 6, 1927, to the late Lawrence and Elizabeth (Dawson) Smith. Leaving high school to enlist in the U.S. Navy during World War II, he continued to serve for 30 years. During World War II, he was a member of Torpedo Squadron 34. He received four air medals while serving on the USS Monterey CVL 26 as a combat air crewman. Upon leaving the Navy, he worked for the post office for a short time and then worked for the civil service doing cryptology at Hancock Air Force Base in Syracuse, N.Y. He later transferred to Fort Ritchie Army Base in Cascade, Md., as an electronics engineer. After retiring from the federal government in May 1982, he continued his career working for two civilian engineering firms, Contel and Kentron, until retiring at the age of 65. He served as president of the Cascade Sertoma Organization. He was a lifetime member of the VFW Post 1599, a member of the American Legion, AMVETS and Marine Corps League. He was a Mason, a Scottish Rite and a Shriner. He was inducted into the enlisted Combat Aircrew Roll of Honor on the U.S.S. Yorktown at the Patriots Point Naval & Maritime Museum in Mount Pleasant, S.C. and the Monterey Maritime Museum in Monterey, Calif. In his earlier years he enjoyed bowling, hunting, fishing, playing golf and had a real passion for cooking. Mr. Smith, leaves behind his loving wife of 52 years, Betty Jean Smith, Chambersburg; a son, Thomas Donnelly, Chambersburg; four daughters: Robin

Schreiber, Chambersburg; Sallye Kin, Chambersburg; Stacey Loki, wife of Thomas, Nazareth; and Kimberly Iannuzzi, wife of Biagio, Carlisle; six grandchildren, two great-grandchildren, a sister: Sylvia Huber, wife of James, Jamestown, N.Y.; and several nieces and nephews. Besides his parents, he was preceded in death by two brothers: Kenneth and Stanley Smith and a brother-in-law, Robert Kamerson. Military honors will be given by Charles Nitterhouse Post 1599 in the parking lot of Sellers Funeral Home on Tuesday, December 15, at 3 p.m., followed by a visitation. George Washington Lodge No. 143 F. & A.M. will conduct a Masonic service at 5 p.m. followed by funeral services officiated by the Rev. Terri Zastovniak. Burial will be in Arlington National Cemetery at a later date. Memorial contributions in his name may be made to Lutheran Home Care & Hospice Inc. at 2700 Luther Drive, Chambersburg, PA 17202. On-line condolences may be expressed at [sellersfuneralhome.com](http://sellersfuneralhome.com).

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#### **Peggy Cockroft**

From Bill Cockroft via e-mail through PJ Imhof. "Thank you PJ for the info on dues. Sorry to have overlooked but I have been super busy since October 2009 when my wife Peg died. A brief on my association with VP-45 - I was Bill Luce's XO for two months until Denny Barir arrived to become XO. I moved to Admin then to Ops, Time frame, 1955-56. In 1958 -60, I was XO/CO of VP-40. Don't know if I can make it to DC this year for the reunion as I have a full schedule for the rest of the year. Had my 90th birthday 11/16/2009 but still playing golf in the 90's. Say hello to some of the old gang for me."

#### **Baylor Lansden**

From PJ Imhof via phone call from Helen Lansden. Mrs. Helen Lansden reported that her husband, Baylor Lansden died August 21, 2009 at New Orleans, Louisiana. She wished to stay connected with the Association to continue her many friendships.

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### Don Boucher

From John Shutt via e-mail through PJ Imhof. "PJ, thanks for your fast response! I and Glen Spargo are planning on attending the next reunion. Glen, Don Boucher (has passed-he worked in the coffee shop) and I were from the same area in Arkansas. I'm looking forward to seeing you again.

### Lois Meier

From Oscar Meier via phone call through PJ Imhof. No date reported.

### Clifford Nelson

From Mrs. Nina Nelson in a letter with payment of her dues to PJ Imhof.

Cliff passed on August 2, 2009. I wanted to pay his dues. We enjoyed the reunions. [Ed. Note: We granted Mrs. Nina Nelson Life Membership mailing status]

### June Zeisel

From CAPT Richard Zeisel via mail through PJ Imhof. No date reported.

### John Lovric

From Mrs. John Lovric via phone call through PJ Imhof. Mrs. John Lovric called to report that her husband, John, passed away August 24, 2008.

### Earl M. Stein

From Ruth Stein by letter. "This will be a short informative letter. I am enclosing a copy of my husband's death certificate. Joe died on July 4, 2009. He was always so pleased to receive any papers concerning VP-45, and we are still in touch with a few of those with whom he served in Panama. I just wanted you to know that Joe has departed, he will be waiting for the rest of us. Thank you for carryong on with VP-45."

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### *A Poem Worth Reading ...*

He was getting old and paunchy  
And his hair was falling fast,  
And he sat around the Legion,  
Telling stories of the past.

Of a war that he once fought in  
And the deeds that he had done,  
In his exploits with his buddies;  
They were heroes, every one.

And 'tho sometimes to his neighbors  
His tales became a joke,  
All his buddies listened quietly  
For they knew where of he spoke.

But we'll hear his tales no longer,  
For ol' Bob has passed away,  
And the world's a little poorer  
For a Sailor died today.

He won't be mourned by many,  
Just his children and his wife.  
For he lived an ordinary,  
Very quiet sort of life..

He held a job and raised a family,  
Going quietly on his way;  
And the world won't note his passing,  
'Tho a Sailor died today.

When politicians leave this earth,  
Their bodies lie in state,  
While thousands note their passing,  
And proclaim that they were great.

Papers tell of their life stories  
From the time that they were young  
But the passing of a Sailor  
Goes unnoticed, and unsung.

Is the greatest contribution  
To the welfare of our land,  
Some jerk who breaks his promise  
And cons his fellow man?

Or the ordinary fellow  
Who in times of war and strife,  
Goes off to serve his country  
And offers up his life?

The politician's stipend  
And the style in which he lives,  
Are often disproportionate,  
To the service that he gives.



While the ordinary Sailor,  
Who offered up his all,  
Is paid off with a medal  
And perhaps a pension, small.

It's so easy to forget them,  
For it is so many times  
That our Bobs and Jims and Johnnys,  
Went to battle, but we know,

It is not the politicians  
With their compromise and ploys,  
Who won for us the freedom  
That our country now enjoys.

Should you find yourself in danger, With your enemies at hand,  
Would you really want some cop-out, With his ever waffling stand?

Or would you want a Sailor— His home, his country, his kin,  
Just a common Sailor, Who would fight until the end.

He was just a common Sailor, And his ranks are growing thin,  
But his presence should remind us We may need his like again.

For when countries are in conflict, We find the Sailor's part Is  
to clean up all the troubles That the politicians start.

If we cannot do him honor While he's here to hear the praise,  
Then at least let's give him homage At the ending of his days.

Perhaps just a simple headline In the paper that might say:  
"OUR COUNTRY IS IN MOURNING, A SAILOR DIED TODAY."



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Editor's Note: On 13 March 2010, VP-45 supported one of our VP-45 shipmates on his final journey. As you can see from the article, the squadron took great pride in this particular mission.

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### **VP-45 Takes LCDR Billy Colvin USN, Retired on His "Final Patrol" in Burial at Sea**

Patrol Squadron Four Five committed the remains of LCDR Billy Colvin, USN, Retired, to the sea during an in-flight burial from a P-3C off the coast of Pensacola, FL., March 13<sup>th</sup>. Colvin died in August 2008, from a sudden illness at the age of 59.

"Unto almighty God we commend our departed brother as we commit his body to the deep." With these words, Wing-11 Chaplain LCDR A. Taylor released LCDR Colvin's ashes at 1,500 feet over the Gulf of Mexico

Colvin was born in Detroit, Mich., in 1949 and was raised in Geraldine, Ala. He enlisted in the Navy in 1968

and became a P-3 Acoustic Operator. He attended Auburn University, receiving his commission upon graduation. Colvin returned to the P-3 community as a Naval Flight Officer with stops at VP-31, VP-17, and VP-30, culminating in his department head tour at VP-45.



In October of 1993, Colvin retired and lived with his family in Pensacola, Fla., where his wife Kathy and daughter, Tina still reside.

Early Saturday morning March 13, two VP-45 crews gathered in Hangar 1000 to fly two aircraft to Naval Air Station Pensacola.

"We weren't taking any chances of not reaching Pensacola," stated CDR Andrew F. Smith, VP-45's Commanding Officer, who flew on the lead airplane.

After a one-hour flight west to Pensacola, both P-3s touched down and taxied off the runway with Colvin's family watching from the tarmac. "Two planes for my Billy!" exclaimed Colvin's widow, Kathy. "How could I ask for anything better?"



A brief ground ceremony, officiated by LCDR Taylor, followed a meet-and-greet and aircraft tour with the crews and Colvin's family. Afterwards, the lead airplane received the remains and departed southbound towards open water, standard behavior for a P-3 involved in a unique, nonstandard mission.

Twenty miles out to sea, the plane commander announced, "All hands bury the dead." All nonessential crewmembers gathered in the back of the P-3 for a final goodbye.



After the reading of the Committal by CDR Smith, Colvin's ashes were released via the plane's free-fall chute, normally reserved for dropping of ordinance such as bouys and smoke signals. Three bells were rung, signifying the completion of the ceremony.

After returning to Pensacola, CDR Smith presented Colvin's family with a flag and a letter expressing his condolences for the loss of Colvin.

"I couldn't think of a better way to honor Billy, to have his final flight be aboard a P-3," said Colvin's wife, Kathy.



## And one more passing of note ...

From: "Hoke, James B CAPT PEO(U&W) Chief of Staff"

Date: Tue, 30 Mar 2010 08:26:26 -0400

Subject: CPRW-5....the final log entry

All, Today I have the honor of hauling down the CPRW-5 pennant for the final time as the 20th and last Commodore. I would be remiss of me if I did not highlight some of the command's history and how it has touched nearly every maritime patrol aviator in our great Navy. From Wing FIVE's origin in 1937 onboard the flagships USS Owl and seaplane-tenders USS Gannet and USS Goldsborough, through transitions ashore to Norfolk, Boca Chica, Patuxent River, and finally Brunswick, Wing FIVE has had one goal: to prepare squadrons to support and defend our national interests both abroad and off our own shores.

Wing Five squadron tail flashes have proudly adorned aircraft nicknamed Catalina, Marlin, Neptune, Orion and most recently, Global Hawk. Wing Five based aircrews have always strived to answer the call of duty, whether it be: Atlantic neutrality patrols; coastal ASW patrols after Pearl Harbor; Gulf Coast Frontier patrols; 38th parallel patrols; Cold War patrols from Keflavik to Rota/Lajes to Bermuda to the Caribbean; Cuban Missile Crisis surveillance patrols; Mercury and Gemini support; Vietnam patrols; Mediterranean patrols; Desert Shield and Storm; Yugoslavia/Kosovo; and finally, Operations Iraqi Freedom and Enduring Freedom. Our squadron mates have operated from the North Pole to the most southern tip of South America...and on any given day, any latitude and longitude between the International Date Line and Greenwich Meridian.

Many of you have fond memories of cutting your teeth on anti-submarine patrols in the local warning areas and flying home marveling at the beautiful Maine coast. There was no better feeling than when driving by Fat Boy's on Old Bath Road, seeing your squadron's tail flash pass overhead on final approach.

On behalf of the last Sailors at CPRW-5, we salute all our squadron mates from units present and past (VP-8, VP-10, VP-11, VP-14, VP-15, VP-21, VP-23, VP-26, VP-44, VP-92, VPU-1, TSC Brunswick, FMP MOCC ALFA, FSU-5, NAVCOMTELDET, NCTAMSLANTDET, ASD and AIMD). The bonds of Sailors serving at Wing Five and in Brunswick, Maine have strongly influenced our maritime community and we hope it will remain an enduring legacy of excellence for many operations and missions to come.

Best wishes to all in the future as we haul down our pennant for the final time. It has been an honor to serve in this capacity and with so many phenomenal people.

Fly safe and Godspeed.

Wing Five....out.

V/R, Jim

Captain Jim Hoke  
Commander, Patrol and Reconnaissance Wing FIVE



# CURRENT SQUADRON LEADERSHIP - CO

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COMMANDER ANDREW F. SMITH

Commander Andrew Smith was born in Cambridge, Massachusetts and raised in Montclair, New Jersey. He graduated from the University of New Hampshire in 1990 and was commissioned through Aviation Officer Candidate School in July 1991. After commissioning, he entered flight training and earned his Wings of Gold in July 1992.

Following initial P-3C training with Patrol Squadron THIRTY, Commander Smith joined the Seahawks of Patrol Squadron TWENTY-THREE, NAS Brunswick, Maine, in April 1993. While in VP-23 he served as the Public Affairs Officer, Ground Training Officer and Avionics Branch Officer, earned the designation as Patrol Plane Tactical Coordinator, and deployed to Sicily, Spain, and Saudi Arabia. Following the disestablishment of VP-23, he joined the Red Lancers of Patrol Squadron TEN, and qualified as Mission Commander and Instructor TACCO while serving as the Mining/Weapons Officer and Avionics/Armament Division Officer, and deployed to Sicily, Puerto Rico, Panama, and Iceland.

In September 1996, Commander Smith reported to Patrol Squadron THIRTY, at NAS Jacksonville, Florida, as an FRS Instructor. During this tour he served as the NFO Schedules Officer, Fleet NATOPS NFO Evaluator and NATOPS Division Officer.

In December 1999, Commander Smith next reported aboard the USS CARL VINSON (CVN 70),

based at Bremerton, Washington, as the Operations Administration Officer and qualified as Officer of the Deck (OOD) Underway and Sea and Anchor OOD. While assigned, he deployed to WESTPAC and participated in the initial days of Operation ENDURING FREEDOM following the terrorist attacks of 11 Sep 2001.

Following his disassociated sea tour, Commander Smith attended the Naval War College in Newport, Rhode Island where he earned a Masters in National Security and Strategic Studies.

In May 2003, he returned to the Red Lancers of VP-10 for his Department Head Tour. While assigned, he completed a Caribbean - North Atlantic deployment and served as the Safety/NATOPS Officer, Administration Officer and Maintenance Officer.

In May 2005, Commander Smith reported to Commander, Patrol and Reconnaissance Wing ELEVEN as the Operations Officer. Subsequently, in May 2006 he was assigned to the Chairman, Joint Chiefs of Staff as an Action Officer in the Command, Control, Communications and Computer (C4) Systems Directorate (J6). Commander Smith assumed the duties as Executive Officer for Patrol Squadron Four Five in April 2008.

In May 2009, Commander Smith assumed command of Patrol Squadron Four Five.

Commander Smith's personal decorations include the Defense Meritorious Service Medal, Navy Commendation Medal (four awards), the Navy Achievement Medal (two awards), along with various unit and campaign awards.

Commander Smith is married to the former Maryann Natherson of Longwood, Florida and they have three sons, Ryan, Sean and Brady.



# CURRENT SQUADRON LEADERSHIP - XO



COMMANDER MICHAEL D. DOHERTY

Commander Mike Doherty was born and raised in Glastonbury, Connecticut. He graduated with Merit from the United States Naval Academy with the Class of 1992, earning a Bachelor of Science in Economics. After graduation, he reported to the Naval Aviation Schools Command for flight training and earned his Wings of Gold in April 1995.

Following Fleet Replacement Squadron training at Patrol Squadron THIRTY (VP-30), he reported to Patrol Squadron ELEVEN (VP-11) stationed in Brunswick, Maine. After the squadron's final deployment to NAS Sigonella, Italy, and subsequent decommissioning, he remained in Maine and reported to Patrol Squadron EIGHT (VP-8) in July 1996. While serving as the Airframes Branch Officer and the Pilot Training Officer, he completed two additional deployments to NAS Keflavik, Iceland, Naval Station Roosevelt Roads, Puerto Rico, Howard AFB, Panama, and NAS Sigonella, Italy.

In May 1999, CDR Doherty reported to Patrol Squadron THIRTY (VP-30) as a Fleet Replacement Squadron Instructor Pilot in Jacksonville, Florida. He served as the Isochronal Scheduled Inspection System Branch Officer before finishing his tour as a Fleet NATOPS Evaluator and NATOPS Division Officer.

In March 2002, CDR Doherty reported to PCU RONALD REAGAN (CVN 76) as the ship's first Catapult and Arresting Gear Officer. After underway training onboard USS GEORGE WASHINGTON (CVN 73) during its deployment in support of Operation Enduring Freedom, he was designated USS RONALD REAGAN's first "Shooter". While leading V-2 Division during the ship's initial Flight Deck Certification, he launched the first aircraft off the catapult and proudly claims the title of Plankowner.

In January 2004, CDR Doherty reported to Patrol Squadron SIXTEEN (VP-16) for his Department Head tour. He served in the Safety/NATOPS, Administration, and Maintenance Departments while deploying to Sicily, Bahrain, and Djibouti, Africa.

In August 2005, CDR Doherty reported to Navy Personnel Command as the Aircraft Carrier Placement Officer. While ensuring optimal manning on the nation's capital warships, he planned and executed the demanning of USS JOHN F. KENNEDY (CV 67) in conjunction with the ship's decommissioning. In addition, he coordinated the manpower requirements for USS KITTY HAWK (CV 63) and USS GEORGE WASHINGTON (CVN 73) as the two ships turned over as the country's only permanently forward deployed aircraft carrier. During this tour, CDR Doherty completed his Joint Professional Military Education with the Air Force's Air War College.

Prior to reporting to VP-45, CDR Doherty served as the Executive Officer of Patrol Squadron THIRTY while also earning a Master's Degree in Operations Management from the University of Arkansas.

CDR Doherty has been awarded the Meritorious Service Medal, the Navy and Marine Corps Commendation Medal (4 awards), the Navy and Marine Corps Achievement Medal (3 awards) and various unit, campaign and service awards. He is married to the former Lynn Massarelli of Acton, Massachusetts, and currently resides in Fleming Island, Florida with their four children, Mike, Ally, Kylie, and Jake.



## CURRENT SQUADRON LEADERSHIP - CMC/MMC

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Command Master Chief (Aviation/Surface Warfare Specialist)

JEFFREY PAUL ALCOTT

Master Chief Alcott is a native of Somers Point, NJ. He attended basic training in March 1982 in Orlando, FL.

Duty assignments include: USS Alamogordo (ARDM 2), USS Illusive (MSO 448), USS Halyburton (FFG 40), Naval Recruiting District Jacksonville FL, Naval Recruiting District Miami FL, serving as Recruiter in Charge (large station) and assistant Zone Supervisor and Zone Trainer. He then reported for duty to USS Jack Williams (FFG-24). His next assignment was onboard USS Nashville (LPD-13) as Deck Department's LCPO and Well Deck Control Officer. Next transfer was to Broadened Opportunity for Officer Selection and Training (BOOST), Naval Education and Training Center, Newport, RI as the Senior Enlisted Advisor. While assigned to Newport he was advanced to Master Chief and attended the Senior Enlisted Academy. Master Chief Alcott was selected for the CMC Program in 2001 and has completed tours of duty as the Command Master Chief for Fleet and Air Reconnaissance Squadron THREE (VQ3), SEACONRON TWO FOUR, (VS-24), and PATRON FIVE (VP-5). He received an Associates of Arts Degree from the University of Phoenix.

His awards include: Meritorious Service Medal (2 star), Navy Commendation Medal (two stars), Navy Achievement Medal (three stars), Joint Meritorious Unit Award, Navy Unit Commendation, Meritorious Unit Commendation, Navy "E" Ribbon (three awards), Navy Good Conduct (six stars), National Defense Medal (two stars), Armed Forces Expeditionary Medal, Southwest Asia Service Medal (two stars), Armed Forces Service Medal, Humanitarian Service Medal, Sea Service Deployment Ribbon (four stars), Recruiting Ribbon, Special Operations Service Ribbon, United Nations Medal, Kuwait Liberation Medal (Saudi Arabia), Kuwait Liberation Medal (Kuwait), Expert Pistol Medal.

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Maintenance Master Chief

AFCM(AW) .MELVIN N. BUTORAC, JR.

Master Chief Butorac was born on April 24, 1964, in Cleveland, Ohio. He enlisted in the Navy's delayed entry program in November 1981 and attended Basic Training in September the following year at Recruit Training Command, Orlando, FL. Following completion of AMS "A" school and P-3 FRAMP he reported to Fleet Air Reconnaissance Squadron TWO (VQ-2) in Rota, Spain. There he promoted to the rank of Petty Officer First Class and attained CDI and full systems QAR qualifications on the EA-3B Skywarrior and EP-3E Aries

aircraft. While assigned to VQ-2 he deployed to numerous Mediterranean and Southwest Asia sites. From there he transferred to Navy Recruiting Command, T-34B Quality Assurance Team, in Pensacola, FL. There he held the position of Team Leader directing inspections of Navy Recruiting District aircraft throughout the United States. After decommissioning the T-34B Quality Assurance Team he reported to Fighter Squadron ONE ZERO ONE (VF-101) in Oceana, VA as the Airframes Supervisor. He then returned to Fleet Air Reconnaissance Squadron TWO in September 1994 where he promoted to Chief Petty Officer and held the positions as the Line Division and Maintenance Control Chief. Upon return to the United States in November 1998, he was assigned to Fleet Logistics Squadron One (VR-1) at Naval Air Facility, Washington D.C. There he promoted to Senior Chief Petty Officer and led the Maintenance Department maintaining the Secretary of the Navy's two C-20D aircraft. During this tour he completed his Bachelor of Science in Professional Aeronautics and earned an FAA, Airframe and Powerplant mechanics license. In December 2001, he reported to Patrol Squadron SIXTEEN in Jacksonville, Florida where he held the positions of Maintenance Control and Quality Assurance Supervisor and promoted to Master Chief Petty Officer prior to transferring. In January, 2005 he reported to Fleet Readiness Center Southeast site Jacksonville as the Powerplants Division Leading Chief Petty Officer and Maintenance Master Chief Petty Officer. Master Chief Butorac reported aboard Patrol Squadron FOUR-FIVE as the Maintenance Master Chief in November 2008.

Master Chief Butorac's personal and campaign awards include the Navy Meritorious Service Medal, the Navy Commendation Medal (five awards), the Navy Achievement Medal (three awards), Navy Good Conduct Medal (seven awards), Navy Expeditionary Medal, National Defense Service Medal (two awards), Southwest Asia Service Medal (two awards), Armed Forces Service Medal, Navy Recruiting Service, North Atlantic Treaty Organization Medal, Kuwait Liberation Medal (Saudi Arabia) and Kuwait Liberation Medal (Kuwait) as well as numerous other unit awards.

He is married to the former Fatima Orsini of Sevilla, Spain. They have two children, Nick and Sal.



## “You may have been in Naval Aviation if:”

You've ever stood on wheel chocks to keep your feet dry.\*

You've ever done the 100 yard dash to the line shack when lightning was called.

You've eaten more box lunches / MRE's than hot meals.

You change underwear and T-shirts more often than coveralls.

You used dykes to trim a fingernail.

You used RTV to fix a stripped screw.

You pulled the gun switch while riding brakes.

You wiped your hands on your pants.

You made tampons out of paper towels for drain hole leaks.

You Knocked back a rivet stem that was hanging out a drain hole.

You wiped leaks immediately prior to crew show.

You picked your nose.

You've thrown up more than two days in a row.

You've gotten the new guys drunk just so you could make fun of them the next day.

You've worn someone else's hat to go to chow.

You've taken pride in grossing someone out.

You made sure the coffee pot is the first thing in the Cruise Box.

The first thing briefed on DET is the coffee fund.

All you care about is the flight schedule and your days off.

You've been to the club / bar before you even unpack.

You hated the crew for going to club in flight suits.



You've thrown something living into vented LOX.

You wondered where they keep finding the idiots that keep making up the stupid rules.

You know what a nose picker is.

You know what a tin bender is.

You know what a BB stacker is.

You've ever been woken up by the returning drunks turning on all the lights.

You've ever returned to the barracks drunk and turned on all the lights.

You've ever had to defuel your jet an hour after refueling it.

You know what a stew burner is.

Know what a skivvie stacker is.

You've ever driven home and don't remember doing it.

You tell your peers you are getting divorced and the first thing they ask is, "selling anything?"

You've ever gone straight to work from the bar and vice versa the same day.

Because of the above you've done your preflight on "autopilot."

Everyone you know has some kind of nickname.



The "Every Sailor a Deck Hand" campaign got off to a slow start.

You hated the crew for not recognizing you in the commissary.

You hated airdales that couldn't hack the line, got admin jobs and promoted BTZ.

You pencil whipped your training records.

You hate the fact that admin types get rides on your bird and you don't.

You chipped ice out of your moustache or a tie-down OR a grounding point.



For reasons he never quite understood, the Ensign's first tour was a little "rocky."

# NEW MEMBER IN THE SPOTLIGHT ...

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## PN2 David Barron (1973 - 1976)

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PN2 David Barron (1973 – 1975), made two deployments to Sigonella, Sicily and one deployment to Keflavik, Iceland.

Some remembrances from Petty Officer Barron:

“There were many episodes of not having running water (and electricity) in Sicily. Needless to say, it bothered us not to be able to bathe and yet look outside the barracks window and see Sicilian workers watering the trees and grass on the base. Flies were overwhelmingly plentiful so we jokingly used the term “maggot burgers” to refer to “hamburgers” sold outside our work areas in the squadron mess. Also plentiful were Italian



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holidays, which translated into the “Exchange is closed”.

In Reykjavik, Icelandics took the term “hamburger” literally. If you bought one there, it had a slice of ham inserted with the traditional meat patty. In the Keflavik barracks, we had sink faucets

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*Beer Bust*



*Some of our PNs circa 1975: PN1 Willet, PN2 Rose, PNSN Galligan, myself, PN2 Smith, and our Personnel Officer, LT Bucko Rogers.*

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that produced steaming hot or ice cold running water. You’d get a rude awakening if you forgot to simultaneously operate both handles. In our Keflavik deployment pre-briefing, we were warned to make sure we used every means to cover our windows to simulate nighttime, since there would be very little darkness during our first few months there. We used dark blankets to cover the windows in the evening. Unfortunately, some didn’t take heed of this advice and if you happened to wake up at 0300 or 0400 and peek out your window, you’d see Sailors aimlessly walking around like zombies.

The situation was reversed when we left Iceland as there was very little light during the day. There was a constant breeze on the base and the pungent aroma of a nearby fishing cannery usually accompanied it.

VP-45 had the first WAVES assigned to a deployable active-duty VP squadron: PNSA Denise Galligan, and later, PNSA Patty Lillpop. Both were assigned to the Personnel Office. (Note that other WAVES had been assigned to VP-30, a non-deployable training squadron.) Initially Denise and Patty attracted a lot of attention from our male shipmates who loved to come by and chit chat. Every Wednesday, when our male shipmates were interrupting our “All Hands” effort to chit chat with them, I closed the Personnel Office door and sternly handed Denise and Patty two mops. They took to swabbing without complaint.



ADMIN tools of the trade in 1973 – 1975 included Manual and IBM Selectric typewriters, ditto machines, white-out and erasers. A Personnel Officer facsimile stamp became critical after one notable incident. Our Personnel Officer (ex-Marine) strided into the office in flight gear, walked over to his desk, viewed the huge pile of documents to be signed in his IN BOX, and then “exploded”. He bellowed, “I joined the (#@\$%^\*) Navy to fly, not to sign (#@\$%^\*) paperwork!” YNCS Hecht would QC our work and allow no more than 2 “corrected” errors per page. He would meticulously proofread every typewritten document

before sending it forward. One of the tools of his trade was in his desk drawer – a ruler he’d pull out to ensure your document had the exact margins and spacing before he’d sign off on it.

Besides fire-watches, PNs and YNs would also rotationally stand a YN/PN duty watch in the afternoons after the close of business in the CO’s office until he retired for the day. I remember typing letter and memos as the Duty YN/PN with officers standing beside my desk, anxiously tapping their shoes, because they had to have the letters typed without error and signed by the CO before he left for the day. What prompted the lateness in turning in the final copy for processing after COB was not ours to challenge. In those days, a letter consisted of smooth bond letterhead with four or five carbon copies underneath. So, an error meant manually erasing it from each copy and in such a way that it looked undetectable and professional. There were no computers at the time to digitally proofread and effortlessly correct typos.

The Legalman (LN) rating was introduced, which was primarily fed through the YN ranks. Larry Carter was the first LN in the squadron.

I played on the VP-45 Softball Team. Our record was 10 Wins and 10 Losses. The squadron held periodic command sponsored beer busts to boost morale and cohesion.”



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Editor's Note: Thank you to Dave for providing some great pictures and some equally great memories. Welcome aboard, Dave!

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## *... And From Former Skipper, Bill Rodriguez*

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Bill Rodriguez was invited to attend the Frederic Chopin 1810-2010 Third International Congress, February 25 - March 1, 2010 in Warsaw, Poland as a guest of honor. The Congress included Chopin scholars from all over the world. Bill was chosen to attend based on his extensive research of his great-great-grandfather Julian Fontana (1810-1869) who was a lifelong friend of Chopin and was intimately involved in the copying, editing, and publication of Chopin's music in Paris, France and the posthumous publication of forty



previously unpublished Chopin manuscripts in 1855 and 1859. Bill's work has resulted in new information about Fontana's publication of Chopin's posthumous works and influenced the publication of several books and dissertations about Fontana, recordings of Fontana's own compositions and live concerts throughout Europe and in the United States. See Bill's website [www.julianfontana.com](http://www.julianfontana.com) for information about Julian Fontana.



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## *... And Notes from Folks*

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Hi! P.J.,

Thank you for serving as Treasurer for our fine association. We enjoyed the reunion in Jacksonville, and it was great to see those whom we served with in Panama and Bermuda. My time was 05-53 to 11-58, and I thoroughly enjoyed those days flying in EE-1 and LN-1 as Plane Captain. I am enclosing my dues for another 5 years of enjoyment in our association. Thank you again for being our Treasurer. Keep it above the tree tops.

Lon Gailey

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Good morning, PJ... **Gale Force In Bermuda**

Tom Singfield stopped by and copied my log book. He is writing a book and provided this forgotten incident. You might save for an obit in due course ... sneaking up

on 92. You would be proud of the USN Room at the Bermuda, Maritime Museum, PJ ... the plaques add a lot.

Yours aye, Andy Sinclair

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From Tom Singfield

### ... On Navy Bermuda Rescues

Andy

Thanks for the email. My information regarding the incident on August 25<sup>th</sup> 1947 is this ... "Another mercy mission was the recovery of a seaman suffering from appendicitis aboard the SS Eastern Guide on 25<sup>th</sup> August 1947. Seaman Martin Lopez was picked up 383 miles from Bermuda by PBM #85148 commanded by Lt Andrew Sinclair in difficult sea conditions. Sinclair had to use the aircraft's JATO (Jet Assisted Take Off) bottles to get off the rough sea on this daring 6½ hour mission."

Is the above correct? All I have for the April 13<sup>th</sup> 1948 mission is what is in your logbook. Please can you send me some more information about this 8.8 hour rescue? Many thanks, Tom

---

Dear PJ,

Our Roster information was all correct. Since I'm a squadron widow, I've been exempt from dues. I sent a check in once, & it was promptly returned. I've been attending from the beginning to see Bermuda squadron friends. I've only missed two. They've been fun gatherings. Thanks for the work you've done getting this one together.

Gloria Sherman

Mrs. Sherman also put the following comments on the form in the Squadron Duties / Billet Data area :

"This refers to my deceased husband, who was piloting the P3 that went down off the coast of Argentina, Newfoundland, Nov. 1964. Under 'who contacted you to join the Assn', she commented, "I was in touch with Mort Eckhouse and attended the first VP-45 Reunion in Pensacola, FL. I'm always glad to hear good things that our members send in with their checks, or in this case, that we have all her info correct !! All take care.

To Steve Riddle,

### ... Concerning an Air-Sea Rescue Near Panama September, 1952

Greetings-

I'm making a stab in the dark. Iran across reunion info on Squadron stationed at CoCo Solo in 1952 with your name and e-mail address, so I thought I'd give it a shot!

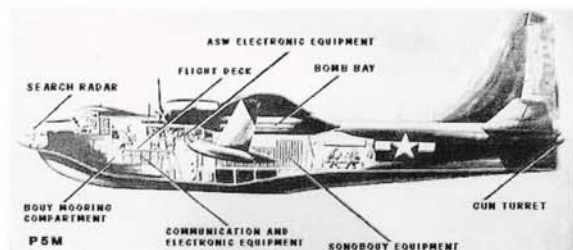
I was a radioman on the PC 581 which was sent down thru the canal in August - September 1952 on temporary duty to take surveyors to some small (uninhabited?) island about 350 miles SW of Panama. On that trip, we had a seaman who developed what we thought was appendicitis. Since we only had a First Class Corpsman aboard, the Captain requested Air rescue. A seaplane with medical help was dispatched. When the request went out, the sea wa calm and very good visibility. As the plane approached, the weather turned to moderately rough and visibility was reduced to a couple of hundred yards. We brought the plane in on a radio signal and did a superb landing within a couple of hundred yards ... however, they damaged a flap and were unable to take off. The plane's pilot reported back to base and that resulted in instructions for us to take the plane in tow and head back. They dispatched a tug which met us and assumed the tow. I guess what I am after is whatever I can get by e-mail or photocopy from someone who was in Air-Sea Rescue in that location at that time. Probably a futile shot but, if I didn't try, I'd never know. (It turned out it wasn't appendicitis!) Thank you for your time and attention. Sincerely,

Robert Boudreau, Ex-RM2 PC 581

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Editor's Note: If anyone has any correlating information on this incident please send to PJ Imhof or Wally Massenburg.

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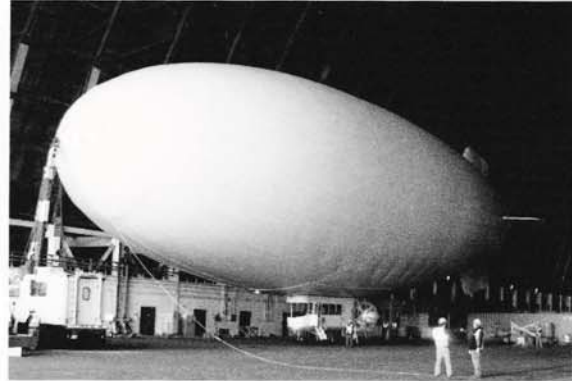


## Panama (1954 - 1956) ...



## ... And Back to the Future

For the first time since 1962, the Navy has flown its own Lighter-Than-Air (LTA) aircraft. Here, Goodyear MZ-3A is shown in its hangar at NAS Lakehurst, New Jersey. The MZ-3A is 178 feet long and has a volume of 170,000 cubic feet of helium. The aircraft is operated by Scientific Development Squadron ONE (VXS-1) at NAES Lakehurst New Jersey. (US Navy Photo)



The United States Navy resurrected its Lighter-Than-Air (LTA) program on March 2, 2010. Under the banner of Scientific Development Squadron ONE (VXS-1), working in conjunction with its parent organization, the U.S. Naval Research Laboratory (NRL), and Naval Air Systems Command (NAVAIR), the MZ-3A airship took to the skies over Naval Air Engineering Station (NAES) Lakehurst, New Jersey, on a Functional Check Flight and training event for its pilots and ground crew. The operational events to be flown in the coming weeks and months will be the first LTA operations since the Navy decommissioned the last ZP (LTA Patrol) squadron in 1962. The MZ-3A - Bureau Number (BuNo) 167811 - is the first Navy airship to be purchased since 1960. Manufactured by American Blimp Corporation based in Hillsboro, Oregon, the MZ-3A is a Government Owned/Contractor Operated, commercial "off the shelf" asset that is a slightly modified version of the "Lightship" model seen hovering over sports stadiums and major outdoor events. The airship's dimensions reflect a much smaller platform than its ancestors with an overall length of 178 feet, a volume of 170,000 cubic feet of helium and air, and two Lycoming engines producing a top speed of 55 mph. However, the MZ-3A offers a 3000-lb payload capacity coupled with a fuel burn rate of approximately 10 gallons per hour at cruising speed and even less when holding station in "loiter" mode. It is an excellent platform for the missions supported by VXS-1 in the realm of airborne Science & Technology (S&T) research. Several Department of Defense (DoD) and industry entities have displayed interest in taking advantage of the capabilities manned airships bring to the



table. NRL and NAVAIR have already coordinated several MZ-3A Science & Technology projects ensuring the future value of this type of platform for the years to come. Through the diligent efforts of the squadron's Government Flight Representative, VXS-1 has trail-blazed the return of Navy airships to flight; this concerted effort has ensured the historical return of LTA to the U.S. Navy. NAVAIR is continuing to perform research into the development and procurement of future airship platforms. In the interim, VXS-

1 will continue to serve the DoD and Fleet with manned airship operations in support of S&T missions with the MZ-3A. Scientific Development Squadron ONE (VXS-1) provides airborne research platforms for the Naval Research Laboratory, the United States Navy, U.S. Government, and its contract agencies. VXS-1 – homeported at Naval Air Station Patuxent River, MD – maintains a fleet of three uniquely-configured, research-modified Lockheed NP-3D "Orion" aircraft, two RC-12s, one MZ-3A Lighter-Than-Air (LTA) airship, and over 200 unmanned aerial systems. Committed to safety, VXS-1 has logged over 64,000 flight hours and completed over 42 years of accident free flying. VXS-1 has been awarded the Chief of Naval Operations Aviation Safety Award.

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## ***How to Simulate Being in the Navy***

1. Buy a dumpster, paint it gray inside and out, and live in it for six months.
  - 1a. Submarines - Black outside Pea Green inside
2. Run all the pipes and wires in your house exposed on the walls.
3. Repaint your entire house every month.
4. Renovate your bathroom. Build a wall across the middle of the bathtub and move the shower head to chest level. When you take showers, make sure you turn off the water while you soap down.
5. Put lube oil in your humidifier and set it on high.
6. Once a week, blow air up your chimney with a leaf blower and let the wind carry the soot onto your neighbor's house. Ignore his complaints.
7. Once a month, take all major appliances apart and reassemble them.
8. Raise the thresholds and lower the headers of your front and back doors so that you either trip or bang your head every time you pass through them.
9. Disassemble and inspect your lawnmower every week.
10. On Mondays, Wednesdays, and Fridays, turn your water heater temperature up to 200 degrees. On Tuesdays and Thursdays, turn the water heater off. On Saturdays and Sundays tell your family they use too much water so no bathing will be allowed.
11. Raise your bed to within 6 inches of the ceiling so you can't turn over without getting out and then getting back in.
12. Sleep on the shelf in your closet. Replace the closet door with a curtain. Have your spouse whip open the curtain about 3 hours after you go to sleep, shine a flashlight in your eyes, and say "Sorry, wrong rack."
13. Make your family qualify to operate each appliance in your house - dishwasher operator, blender technician, etc. Re-qualify every 6 months.
14. Have your neighbor come over each day at 0500, blow a whistle so loud Helen Keller could hear it, and shout "Reveille, reveille, all hands heave out and trice up."
15. Have your mother-in-law write down everything she's going to do the following day, then have her make you stand in your back yard at 0600 while she reads it to you.
16. Submit a request chit to your father-in-law requesting permission to leave your house before 1500.
17. Empty all the garbage bins in your house and sweep the driveway three times a day, whether it needs it or not. "Now sweepers, sweepers, man your brooms, give the ship a clean sweep down fore and aft, empty all shit cans and butt kits!"
18. Have your neighbor collect all your mail for a month, read your magazines, and randomly lose every 5th item before delivering the rest.
19. Watch no TV except for movies played in the middle of the night. Have your family vote on which movie to watch, then show a different one 19 a. Show the same movie every night.

20. When your children are in bed, run into their room with a megaphone shouting "Now general quarters, general quarters! All hands man your battle stations!"

21. Make your family's menu a week ahead of time without consulting the pantry or refrigerator.

22. Post a menu on the kitchen door informing your family that they are having steak for dinner. Then make them wait in line for an hour. When they finally get to the kitchen, tell them you are out of steak, but they can have dried ham or hot dogs. Repeat daily until they ignore the menu and just ask for hot dogs.

23. Bake a cake. Prop up one side of the pan so the cake bakes unevenly. Spread icing real thick to level it off.

24. Get up every night around midnight and have a peanut butter and jelly sandwich on stale bread. (Midrats)

25. Set your alarm clock to go off at random during the night. At the alarm, jump up and dress as fast as you can, making sure to button your top shirt button and tuck your pants into your socks. Run out into the backyard and uncoil the garden hose and put out a simulated fire..

26. Every week or so, throw your cat or dog into the pool and shout "Man overboard, port side!" Rate your family members on how fast they respond.

27. Put the headphones from your stereo on your head, but don't plug them in. Hang a paper cup around your neck on a string. Stand in front of the stove, and speak into the paper cup, "Stove manned and ready." After an hour or so, speak into the cup again "Stove secured." Roll up the headphones and paper cup and stow them in a shoe box.

28. Make your family turn out all the lights and go to bed at 10 p.m. "Now taps, taps! Lights out! Maintain silence throughout the ship!" Then immediately have an 18-wheeler crash into your house. [For bird farm (aircraft carrier) sailors.]

29. Build a fire in a trash can in your garage. Loudly announce to your family, "This is a drill, this is a drill! Fire in hangar bay one!"

30. Place a podium at the end of your driveway. Have your family stand in front of the podium for 4-hour

intervals. Best done when the weather is worst. January is a good time.

31. Next time there's a bad thunderstorm in your area, find the biggest horse you can, put a two-inch mattress on his back, strap yourself to it and turn him loose in a barn for six hours. Then get up and go to work.

32. For former engineers: bring your lawn mower into the living room, and run it all day long.

33. Make coffee using eighteen scoops of budget priced coffee grounds per pot, and let the pot simmer for 5 hours before drinking.

34. Have someone under the age of ten give you a haircut with sheep shears.

35. Sew the back pockets of your jeans onto the front.

36. Add 1/3 cup of diesel fuel to the laundry.

37. Take hourly readings on your electric and water meters.

38. Every couple of weeks, dress up in your best clothes and go to the scummiest part of town. Find the most run down, trashiest bar, and drink beer until you are hammered. Then walk all the way home.

39. Lock yourself and your family in the house for six weeks. Tell them that at the end of the 6th week you'll take them to Disney World for liberty. At the end of the 6th week, inform them the trip to Disney World has been canceled because they need to get ready for an inspection, and it will be another week before they can leave the house.



Helmsman with an attitude

## PATRON FOUR-FIVE TREASURER'S REPORT

March 12, 2010

### COASTAL BANK AND TRUST

BEGINNING BALANCE AS 01/01/10 \$ 5,307.28  
INCOME

Dues 1,090.00  
Deposit from Smith Barney 17,894.65

TOTAL INCOME \$18,984.65

### EXPENSES

Printing & Postage 1771.52  
Gifts (totes) 265.00

TOTAL EXPENSES \$ 2,036.52

### MORGAN STANLEY SMITH BARNEY MONEY MARKET

BEGINNING BALANCE \$17,892.62  
INTEREST INCOME - January 1 through March 9, 2010 2.03  
TOTAL SMITH BARNEY \$17,894.65  
Withdraw Funds-Transfer to Coastal Bank and Trust \$17,894.65

**TOTAL CAPITAL AS OF 12 MARCH 2010 \$22,255.41**

**//Signed//**

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Patrick J. Imhof, Treasurer  
Statement Prepared March 12, 2010

## ***From the VP-45 Association Secretary ...***

Six months and counting ... the vote has been taken, the decision has been made and the plan is set. You will find, at the end of this newsletter, all you need to sign up for this year's reunion. Dick Gray and the other members of the VP-45 Association leadership have worked hard to put together a great four days of activity and camaraderie. Please fill out the forms in paper or go to the website to make your reservations today.

Across the next six months, your leadership team will be concentrating on increased membership. We are targeting 1980 - 1989 as we move toward the upcoming reunion. Most alumni don't realize how important it is to stay connected with one another as the pressures of business, family and recreation eat our time. While the commitment isn't much, the benefits of staying connected and getting together for a reunion every two years are worth every effort. It is up to each of us to get the word out and make the effort to increase our membership as we march toward our reunion at the end of September, 2010.

We have made a concerted effort to keep up with our roster and our dues. The roster is as up to date as we can make it. We have checked and double-checked to make sure the roster is as accurate as possible. If there are any corrections, please ... please let any officer know of any changes that need to be made. The roster includes what PJ Imhof has our membership for dues paid. If you are in imminent danger of losing your active membership status, there will be a note in your Newsletter indicating the same with a self-addressed stamped envelope for your convenience. We have decided to provide an updated roster each time we mail out our Newsletter so that you can track right along with us the dues status.

Finally, all officers who were elected (President, Vice President, Secretary, and Treasurer) have all said that they would remain through the 2012 reunion. That does not mean that we need to rest. At the 2010 reunion, we plan to put together a nominating committee to execute the search for our next group of VP-45 Association officers. If you have a desire to serve on this committee, please make your intentions known to one of the current officers. We are, as Buck Jones has mentioned, looking for a person with knowledge of computer's and websites to relieve Steve Riddle who has done a superb job! Please let us know if you'd be willing to help. Webmaster will become the fifth VP-45 Association officer.

One last note, for those who will be in the Jacksonville area on Friday, 14 May 2010, Commander Michael D. Doherty will relieve Commander Andrew F. Smith as the sixty-ninth commanding officer of Patrol Squadron FOUR FIVE. Skipper Smith has follow-on orders to CTF-72 in Atsugi, Japan. The change of command ceremony will be held in Hangar 117, NAS Jacksonville, Florida. Captain James Hoke, the last commander of Patrol and Reconnaissance Wing FIVE, will be the guest speaker.

Let's make this upcoming reunion the most memorable. Please make your reservations soonest, and we will see you all in DC in September.

With great respect,

*Wally*

**GET THE WORD OUT!!!**



## **PATRON 45 ~ 2010 REUNION**

Washington, DC ~ September 30<sup>th</sup> – October 3<sup>rd</sup>, 2010

### **Welcome to Washington, DC**

Washington, DC is the heart of the American experience. From its celebrated symbols of patriotism, monuments to the past, and aspirations for the future, our Nation's Capital is truly awe inspiring. The 2010 Patron 45 Reunion is your opportunity to share and remember your own American experience. There will be many opportunities to reflect on history as you tour *Arlington Cemetery*, the *WWII, Korean, and Vietnam Memorials*. Don't miss the special tour that has been arranged at *Naval Air Station Patuxent River* where you will tour the new P-8 Patrol Aircraft. Digest history, experience the present and ponder the future of this most American of cities, during your outstanding reunion program. Don't miss it!

### **Hotel Information**

The reunion officially runs from Thursday, September 30<sup>th</sup> until Sunday, October 3<sup>rd</sup>. You will be staying at the full service *Holiday Inn Hotel and Suites* located at 625 First Street, Alexandria, VA 22314. *The Holiday Inn Hotel* is located close to many of Washington's most popular attractions.

### **Reservation Information**

The room rate is just **\$109.00** plus tax per night based on single or double occupancy. The room rate includes a full hot breakfast buffet served daily in the hotel restaurant. For those of you who choose to arrive early or stay late, the same room rate is available three days prior and three days after, based on availability. Please make your hotel reservations NOW by calling the hotel directly at **703-548-6300** between 9am-4 pm EST and ask for in-house reservations. You may cancel up until 48 hours before arrival at no penalty. Mention that you are with the Patron 45 Reunion to assure you are associated with our group. You may request specific room types when you call to make your reservations (handicap accessible room, etc.). The hotel check-in time is 3:00pm. Please, do not expect to get into your room before then. They will ask you for a deposit or credit card number to guarantee your room reservation. The hotel is holding rooms until they sell out or **August 20<sup>th</sup>, 2010** whichever comes first.

### **Transportation & Directions**

The closest airport is Washington National – Ronald Reagan (DCA). The hotel offers complimentary shuttle service from Washington National Airport. Please use the courtesy phone in the baggage claim area. For those of you driving to the reunion, we have negotiated complimentary parking for the duration of the reunion.

*Travel safely and we will ....*

***See you in Our Nation's Capital!***



## **PATRON 45** **2010 REUNION EVENTS**

### **EVENT A: VIP VETERANS TOUR**

**Thursday, September 30<sup>th</sup> (10:00am-4:00pm)**

Board your luxury motor coach for a very special day. Begin the day with a visit to the recently unveiled *WWII Memorial*. America's newest national memorial is a lasting tribute to the World War II generation. You will then have the opportunity to visit some of the other famous memorials in Washington including the *Korean Memorial*, *Viet Nam Memorial*, *FDR Memorial*, and of course the *United States Navy Memorial*. Lunch will be on your own at a suitable location. Be sure to wear your walking shoes. Don't forget your camera!

### **ASSOCIATION "MEET & GREET" ICEBREAKER**

**Thursday, September 30th (6:00pm-9:00pm in the Hospitality Room)**

This will be an opportunity to find most of the Association members in one place! Stop in and see who is here. There will be displays of the Squadron History, with a sea story thrown in here and there. Refreshments will be available. There is no charge for the Meet & Greet, however please include on your reservation form the number in your party. Don't miss it!

Please Select Event B or Event C for Friday, October 1<sup>st</sup>

### **EVENT B: NAVAL AIR STATION PATUXENT RIVER**

**Friday, October 1<sup>st</sup> (8:00am-3:00pm)**

Home to the *U.S. Naval Test Pilot School*, *NAS PAX River* serves as a center for test and evaluation and systems acquisition relation to Naval Aviation. *NAS PAX River* is also home to the *Naval Air Systems Command Headquarters*, the *Air Test Wing Atlantic*, and the *Naval Air Warfare Center Aircraft Division Commands*. A special tour has been arranged to include an update on the status of the new P-8 Patrol Aircraft, and will include the opportunity to tour one of the available aircraft. The tour includes lunch and a visit to the *Naval Air Test Museum* prior to returning to the hotel.

### **EVENT C: ARLINGTON CEMETERY & SIGHTSEEING TOUR**

**Friday, October 1<sup>st</sup> (9:00am-3:00pm)**

The day begins with a tour of *Arlington Cemetery*, where you will ride the tram up to the "Tomb of the Unknown" and watch the famous "changing of the guard" ceremony. Then proceed to view the Kennedy gravesite and the *Eternal Flame*. The tram will pass *Arlington House*, as you return to the Visitor's Center. This is a wonderful and moving experience for everyone. As you leave *Arlington Cemetery*, sit back and relax, as you enjoy a narrated sightseeing tour of some of the most famous sites that make Washington so spectacular. Some of the sights to be seen include the *White House*, *Capitol Hill*, the *Senate*, *Supreme Court*, the *Treasury Building*, the *Pentagon*, *Ford's Theatre*, *Watergate*, the *Kennedy Center*, the *Washington Monument* and much more, as time permits. You will have plenty of time for lunch on your own. Don't forget your camera!

### **ASSOCIATION BUSINESS MEETING**

**Saturday, October 2<sup>nd</sup> (8:00am at the Hotel)**

The Semi-Annual Patrol Squadron 45 Association Members Business Meeting will take place at the Hotel. Check your itinerary at registration for specific room location. There is no need to pre-register for the meeting, and we encourage all members to attend.

# PATRON 45

## 2010 REUNION RESERVATION FORM

DATE	EVENT	COST	QTY	TOTAL
	<b>REUNION REGISTRATION FEE</b> - Per Person Everyone Please Pay ~ Non-refundable	\$40 pp		
	<b>ALL HANDS</b> Your membership must be current in order to participate in reunion activities. If your Patron 45 Membership has lapsed or you are a new member please include dues below:			
	<b>1 Year Membership</b>	\$15 pp		
	<b>5 Year Membership</b>	\$65 pp		
	<b>Lifetime Membership</b>	\$300 pp		
Thurs 9/30	<b>EVENT A: VIP Veterans Tour</b> (10:00am-4:00pm)	\$45 pp		
Thurs 9/30	<b>Association Meet &amp; Greet</b> (6:00pm in the Hospitality Room)	N/C		N/C
	<i>Please Select Event B or Event C</i>			
Fri 10/01	<b>EVENT B: Naval Air Station Patuxent</b> (8:00am-3:00pm)	\$55 pp		
Fri 10/01	<b>EVENT C: Arlington &amp; Sightseeing Tour</b> (9:00am-3:00pm)	\$52 pp		
	<i>Please Select Event D or Event E</i>			
Sat 10/02	<b>EVENT D: Udvar Hazy Museum</b> (10:00am-3:00pm)	\$30 pp		
Sat 10/02	<b>EVENT E: Hillwood Museum &amp; Gardens</b> (10:00am-3:00pm)	\$39 pp		
Sat 10/02	<b>Banquet Dinner</b> (7:00pm at the Hotel)			
	Beef	\$45 pp		
	Chicken	\$45 pp		
	LATE RESERVATION FEE (If mailed after August 20, 2010)	\$10 pp		
	Tour Cancellation Insurance (non-refundable)	\$10 pp		
	<b>TOTAL:</b>			

>>Make On-line Reservations with a Credit Card at:

[www.MilitaryReunionPlanners.com/Patron45](http://www.MilitaryReunionPlanners.com/Patron45)

>>Or, send this entire completed form with a check payable to:

**Military Reunion Planners, P.O. Box 1588, Colleyville, TX 76034**

>>> PLEASE PROVIDE THE FOLLOWING:

Name (As you want it to appear on badge): \_\_\_\_\_

Spouse: \_\_\_\_\_

Guest(s): \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ St: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (Home) \_\_\_\_\_ Phone: (Other): \_\_\_\_\_

Email Address: \_\_\_\_\_

Emergency contact during the reunion: \_\_\_\_\_ Ph: \_\_\_\_\_

Years in VP-45: 19\_\_ to 19\_\_ Is this your first reunion: Yes \_\_\_ No \_\_\_

**Reservations are due by August 20<sup>th</sup>, 2010 ~ For information call 817-251-3551**

**Late reservations accepted on a space available basis with a non-refundable \$10 per person late fee.**

**Reunion info and a Reunion Roster will be posted at [www.MilitaryReunionPlanners.com/Patron45](http://www.MilitaryReunionPlanners.com/Patron45)**

Date Rec'd:	Check #	Amount\$	XCL #
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# Get the Word Out - Join Today



## Registration Form for the PATRON FOUR FIVE ASSOCIATION

Please complete this form and return it to the address below so we will have your information in the database and member roster. Dues are \$15 per year, \$65 for five years, & \$300 for life and are payable to:

Mr. Patrick J. Imhof, Treasurer  
Patron Four Five Association  
3204 E. Moreno St  
Pensacola, FL 32503-6529  
850-432-0036  
daddypaddy@cox.net

### Roster Information

(Rosters are for private use by Association members ONLY)

First Name \_\_\_\_\_ Middle Initial \_\_\_\_\_ Last Name \_\_\_\_\_  
Spouse First Name \_\_\_\_\_  
Address (Street or PO BOX, etc.) \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip+4 \_\_\_\_\_ - \_\_\_\_\_  
Telephone # with area code (\_\_\_\_\_) \_\_\_\_\_  
E-mail \_\_\_\_\_  
Website (if applicable) \_\_\_\_\_

### Squadron Duties/Billet Data

Please circle one: Aircrew Pilot NFO Other (Please identify) \_\_\_\_\_  
Served in: (Circle one) VP/VPB-205 VP-45 (PBY) VP-45 (P5M) VP-45 (P3) VP-45 (P8)  
Dates served: From \_\_\_\_\_ To \_\_\_\_\_, From \_\_\_\_\_ To \_\_\_\_\_  
Duties/Division \_\_\_\_\_

Pictures (or copies) of squadron rosters, papers, crew lists, awards, and a narrative of your favorite incidents / stories for our archives and / or the newsletter are treasures only you can provide. We can copy and return any you would like to retain. Please favorably consider this request for any you care to submit. Please use the back of this page for your first story in the newsletter ☺.

How did you learn about the association? Who contacted you? \_\_\_\_\_