

2016  
MARCH

THE VP-45 ASSOCIATION'S

Pelican Post

# Newsletter

[www.vp45association.org](http://www.vp45association.org)



***ASW - Tools of the Trade***

***A Three Part Mini-Series Starts this Issue!***

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(Cover Design by Bill Hobgood, Pelican Image from an original photograph by Wildlife Photographer - Jerry Hagan)

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## Visit Our Website!

Over 70 pages of VP-45 Information. Click on the Logo Below



### From the Editor:

In this issue, we decided to start a three-part series on the tools of our trade and how they affected the outcome of WWII. This issue highlights the early days of the sonobuoy and upcoming issues will highlight the development of the acoustic torpedo and MAD. If you have ideas for further articles, please let us know.

Should you need to for any reason, you can contact us via the website or by sending an email to either of the email addresses listed in the "Contact Information" section just above.

Jack Keane



# YOUR OFFICERS

(2014-2016)



## President

Doug Mitchell was elected to this office in 2012. He was in VP-45 from 1972 to 1975 as an FE. He retired from the Navy in 1994, after 30 years service, as an LDO LCDR. He currently resides in Florida and Georgia.

Joe Bretton became VP during the 2014 Reunion. An FE and AD1 in VP-45 from 1968 to 1976, Joe retired from the Navy in 1986 with 20 years service. He now is fully retired and lives in Mississippi.

## Vice President



## Secretary

Jack Keane has been our Secretary since 2012. A VMI graduate and retired LCDR, he completed his Navy career in 1995 and is still fully employed at John Hopkins. He was a TACCO in VP-45 from 1982-1985.

Ron Christopher was appointed Treasurer in 2014. A flight engineer in VP-45, Ron was a Pelican from 1973 to 1978. He retired from the Navy as a Master Chief and now lives in Brandon, Mississippi.

## Treasurer



## WebMaster

Bill Hobgood built the Association website in 2011 and officially was elected WebMaster in 2012. He was also a TACCO (Crew 13) and was in VP-45 from 1971 to 1974. A retired CDR, he resides in Austin, Texas.



“We plan on the 2016 Reunion being another great one; so we look forward to seeing every one of you, who can possibly attend the Reunion, in Charleston on October 19th to the 23rd! Registration is now Open! ”

From the Desk of...

*Doug Mitchell*



## President's Report

### Reunion On The Horizon!!

Well it is another even numbered year...2016, and you know what that means! Excitement is in the air because another Reunion is on the horizon; and for the first time ever...in the historical city of

Charleston, South Carolina! Our Vice President and Reunion Coordinator, Joe Bretton, has spent many hours working with our Military Reunion Planners people to provide us with the best possible agenda. We plan on this Reunion being another great one, so we look forward to seeing every one of you, who can possibly attend the Reunion, in Charleston on October 19th - 23rd! Registration is now open!

On January 7th of this year, I had the honor to help fulfill the final request of one of our Association members, LT James "Linc" Sparks, who passed away April 1st 2015. I met Linc when he attended the Squadron Heritage Event in June 2013, and he had planned on attending our 2014 Reunion in Jacksonville before becoming ill. After his family in Richmond, Virginia contacted me last summer, I worked with VP-45 and the family to schedule a suitable date to drop Linc's ashes from

a P-8. Our superb active duty squadron accomplished the mission in style, presented the family with a letter from the Commanding Officer, an American



*A VP-45 P-8 aircraft, with LT Sparks' ashes aboard, taxis from the ramp area and later takes off.*

Flag, and a Certificate depicting the latitude and longitude of the drop following the flight...all done with great honor and style. See the Jax Air News Article on page 31.

Last year, I invited every member of the Association who lived in the North West Florida area to join me in presenting our annual donation to the National



*Doug and Victoria Mitchell (left) with James Sparks, Jr. and LaToya.*



Flight Academy, located adjacent to the National Museum of Naval Aviation in Pensacola. As you remember, seventeen of us were on hand for the presentation and a tour of the Flight Academy's AMBITION Training Facility. For this year's donation ceremony, I again offer an open invitation to the entire Association membership. The event is scheduled for 10:00 a.m. on Friday 29 April 2016. We will present a check to National Museum of Naval Aviation Foundation President and CEO, Lieutenant General Duane D. Thiessen, USMC (Ret). We will also tour the AMBITION aircraft carrier at the National Flight Academy, and following lunch at the Cubi Cafe, tour the Naval Aviation Museum. Please contact me directly by email or phone no later than 8 April if you plan to attend. I will provide every one with directions, possible places to stay, and the complete schedule of events. This will be an excellent opportunity for another "Mini-Reunion".

Normally in this edition of the Pelican Post Newsletter, we would be soliciting inputs for Officer Replacements. I am very proud to announce that your current Officers would like to stay on as your Association Officers for another term, whether it be for two or four more years. We thoroughly enjoy serving you the "membership"! You will be given the opportunity to vote for us at the Business Meeting in Charleston. With that said, if anyone would like to volunteer to serve as an Officer in any position, please contact me as soon as possible and I will appoint a Nominating Committee if needed. Here are the Sections of the Association By-Laws regarding Officers:

**Section 1.**

*The Officers of the Association shall be a President, a Vice President, a Treasurer, a Secretary and a Webmaster. Any Officer may also serve concurrently as Newsletter Editor. The Officers shall perform the duties prescribed by these bylaws and by the parliamentary authority adopted by the Association. They shall be Members of the Association. Two Officers shall serve in the capacity of Members of the Patron 45 Association Board of Directors.*

**Section 2.**

*The Officers shall be elected by ballot of the members to serve until successors are elected, and their term of office shall begin when elected. The President may appoint an Officer for a temporary vacancy, which vacancy shall be filled by ballot of the membership at the next reunion.*

**Section 3.**

*Officers shall serve terms at the pleasure of a quorum of the elected officers, or from each reunion to the next, whichever is the shorter term.*

**Section 4.**

*No Officer shall hold more than one office at a time, but may be elected to serve more than one consecutive term in the same or different office.*

In order to provide the best possible continuity for the replacement of Officers, we would like to see the Nominations for President and Vice President and the Nominations for Secretary and Webmaster be staggered. We will cover this subject in more detail at the Business Meeting in Charleston.



2016 Reunion, Charleston, SC. Oct 19-23. Be There! Aloha!

In closing, I would like to say once again it is a pleasure to serve as your President and work closely with the active duty squadron. I will visit with the CO, XO and CMC on 13 - 15 April during the Maritime Patrol Symposium at NAS Jacksonville. Hopefully I will find a few more lost Pelicans at this event and get them to join our outstanding Association! Our current membership has increased to a record high of 512 members! Congratulations and a big thanks to all of you that have helped in the recruiting efforts that made this possible.

Best Regards, Doug "Pooh Bear" Mitchell

678-650-7500/

[poohbearmit@aol.com](mailto:poohbearmit@aol.com)

# FROM THE VICE PRESIDENT



Happy days are here again...all the planning and negotiations are complete and our reunion is set. So grab a cup of coffee and take a seat because I'm going to give you all the gouge you need about what to expect October 19 - 23 in Charleston.

## GENERAL INFORMATION

**Headquarters** – The Crowne Plaza Hotel, 4831 Tanger Outlet Blvd, N. Charleston, SC. \$119.00 for a standard room or \$144.00 for an upgrade to a King Feature Room.

You must make your reservations in advance. Hotel reservations can be made by calling Crowne Plaza Central Reservations direct at 843-744-4422, or you can book online at: [www.crowneplaza.com/charlestonsc](http://www.crowneplaza.com/charlestonsc).

When calling the hotel, please make sure you tell them you are attending the Patron 45 Reunion; the booking code is: **PFF**. All major credit cards are accepted and our discounted group rate is available 3 days before and 3 days after the reunion. You may cancel your hotel room up to 24 hours prior to arrival without penalty. The hotel reservation cut-off date is **September 12, 2016**; thereafter reservations will be taken on a space available basis only.

Hotel check-in is 4:00 PM and Check-out is at 11AM.



*Our 2016 Reunion Headquarters! The Crowne Plaza.*

**Transportation** - If you are flying to the reunion, the Crowne Plaza Hotel offers complimentary shuttle service to and from the Charleston Airport (CHS). Upon arrival at the airport, call the hotel using the free courtesy phone in the baggage claim area.

There is also a shuttle service (Charleston Nash) across the street from the hotel that goes downtown every hour from 6:00 AM to Midnight. The cost is \$3.00 per person, each way.

## Amenities:

- ▶ Free breakfast is available each day in the Sweetgrass Restaurant and Porch for you and your significant other. This restaurant is in the hotel lobby and offers southern cuisine from 6:00am to 11:00pm (For other meals, we receive a 10% discount on food).
- ▶ Sweetgrass Bar and Lounge in the hotel lobby is open from 4:00pm to midnight and offers Happy Hour on Wednesday and Thursday from 4:00pm to 7:00pm
- ▶ Room service is available 6:00am to 11:00pm and dry cleaning service is available 7:00am to 6:00pm
- ▶ 24 hour (on-site) fitness center features treadmills, elliptical machines, stair steppers, free weights and stationary bicycles. Complimentary towels, headphones and water are available for your convenience.
- ▶ Spacious patio and pool
- ▶ Free WiFi in rooms and the Business Center is open 24 hours
- ▶ ATM/Cash machine in the lobby
- ▶ Free lighted on-site parking with night security
- ▶ Wheel chair accessible rooms are available with emergency cord/button in bedroom and bathroom





► The hotel only permits animals that are categorically “guide” or “service” animals as specified by law

**SCHEDULE OF EVENTS**

**VP-45 Hospitality Room** – 8am to midnight (daily) offers beer, wine and soft drinks...all at No Charge!

**Note:** The prices for the tours in Charleston are going to be a little more than what we pay when we visit other military cities. The reason for this is because in addition to the cost of reserving a bus, there is also a fee to enter the site to be toured.

**Thursday – 10:00am to 4:00pm Tour of Magnolia Plantation & Gardens**

Step back 325 years as you visit Charleston, SC premier plantation, founded 1676. Stately **Magnolia Plantation** has, for over three centuries, been the

original ancestral home of the Drayton family, whose many sons have played important roles throughout American history. It is believed that no other plantation in South Carolina is still under original family ownership from that early date. Your visit begins with a guided tour of the **Plantation House**; you will then have plenty of time on your own to visit the grounds. Take some time to walk through the oldest major Garden in America, continually planted since the 1680s, and affording year-round color. Also, allow additional time to visit the **Swamp Garden**, **Barbados Tropical Greenhouse**, the **Antebellum Cab-**



*Magnolia Plantation - typical scenery*



*Beautiful, quaint and historic Charleston*

**in**, and the **Horticultural Maze**. Lunch is on your own in the **Peacock Cafe**.

**Thursday – Meet and Greet Social** - 5:30pm to ?? Join us in the Hospitality Room to rekindle old friendships. **Free** hors d'oeuvres, beer, wine and soft drinks will be served.

**Friday - 10:00am to 5:00pm Historic Charleston City & Market Square Tour** - Enjoy a journey back in time as your guide relates interesting anecdotes while you experience the beauty and charm of one of America's most historic cities. Over 300 years of American history come alive with stories of the American Revolution and the “War between the States”. Some of the sites you will see include **Rain-**



*USS Yorktown; on of the many exhibits at Patriots' Point.*

**bow Row**, cobblestone streets and quaint gardens, and hundreds of 18th and 19th century homes, buildings and churches. At the famous **Battery Sea Wall** your guide will tell you about the “Harbor of History” and the famous aircraft carrier **USS Yorktown**, at **Patriots Point**. After your tour, you will have time for lunch and to explore and shop in the historic **Charleston Market Square**.

**Friday – 3:00pm – 4:30pm Optional Add-on: Harbor**



**Sightseeing Cruise** - Learn about Charleston's fascinating history while you cruise the gentle waves of her harbor departing from downtown, **Aquarium Wharf**. This 90-minute narrated cruise highlights notable American landmarks, such as **Fort Sumter**, the aircraft carrier **USS Yorktown**, **Battery Point**, **Rainbow Row**, **Cooper River Bridge**, **Castle Pinckney** and other sites from the past and present. Facilities are available on board but the boat is not particularly accessible with stairs possible, so consider any limitations.

Note: you must sign up for Event "B" to be eligible for this Add-on tour.

**Saturday** – 8:00am to 9:00am **Association Business Meeting**

**Saturday** – 9:30am to 4:30pm **Tour of Patriots Point**

You will spend the day visiting the world's largest naval and maritime museum. You'll have time to visit the aircraft carrier *USS Yorktown*, the submarine *USS Clamagore*, and the *USS Laffey*, along with visits to the **Vietnam Support Base** and the **Cold War Memorial**. Those opting for the **Fort Sumter** cruise and tour add-on will have a little less time touring all of **Patriots Point** but will still enjoy it. Lunch is on your own at their snack bar.

**Saturday** 1:30pm – 4:30pm **Special Add-on – Fort Sumter Cruise and Tour**

You may opt for this special add-on cruise to historical **Fort Sumter**. On April 12, 1861, **Fort Sumter** was occupied by Union troops who refused to vacate the fort as demanded by the Confederates. Confederate batteries commenced a massive bombardment of the Fort and America's "War between the States" began.



Fort Sumter

The Fort is only accessible by boat and boasts an excellent museum containing priceless exhibits. In addition to the visit of **Fort Sumter**, you will enjoy a narrated tour of the Charleston Harbor. Please be aware that the Fort is not very accessible with undulating terrain and stairs.

**Note:** you must sign up for Event "D" to be eligible for this Add-on tour.

**Banquet** – Saturday 7:00pm to 11:00pm (Happy Hour/cash bar 6:00pm to 7:00pm)

**Menu Choices** (Please make your entrée selection on the reservation form)

► Onion crusted chicken in dijon cream, tossed salad, smoky cheddar macaroni and cheese, green bean casserole and red velvet cake with toasted pecans

► Pecan crusted pork chop with pumpkin butter, tossed salad, sweet potato casserole with spiced pecans, green bean casserole and New York style cheesecake with strawberry sauce

► Mushroom gnocchi with parmesan and fresh herbs, tossed salad and red velvet cake with toasted pecans

**Farewell Breakfast** – Sunday morning in the Sweetgrass Restaurant and Porch. An opportunity to say your final farewells to endeared shipmates and to the new friends you've made.

### ADMINISTRATIVE DETAILS

#### **Tour Cancellation Insurance and Cancellation Policy**

Protect yourself from unforeseen expenses caused by illness, injury or other causes that may impact your travel plans. Tour Cancellation Insurance allows you to receive a refund of tour and banquet expenses. Please note: Cancellation Insurance coverage expires at 11:59pm the day **before** the reunion starts.

**Cancellations:** No refunds are given the day of the reunion (beginning at midnight), even for those of you who purchased cancellation insurance. Should you need to cancel your reunion reservations, please contact MRP immediately by calling 817-251-3551 Monday through Friday 9:00am – 4:00pm (CST) or email them at [cancel@MilitaryReunionPlanners.com](mailto:cancel@MilitaryReunionPlanners.com) to confirm your cancellation. A \$10 per person processing fee will be deducted from your refund. If you did not purchase cancellation insurance, please note: all tour

and banquet monies are refundable up until 6 weeks prior to the reunion. After that, all monies paid are non-refundable.

### Important Tour Notes:

►Tours may be cancelled if a minimum of 30 people per bus is not met. In this case you will be notified and full refunds will be given.

►Please understand that a certain amount of walking is necessary to/from the bus in order to view attractions and in some instances, to tour or explore the attraction itself. Please note any special needs on your reservation form.

►Be sure to bring photo identification (like a driver's license) to all events.

►Tour times are subject to change. Please check registration for the final itinerary.

### ALL REUNION RESERVATIONS ARE DUE BY SEPTEMBER 7, 2016.

►Late reservations will be accepted on a space available basis with a non-refundable \$15 per person late fee. Please make a copy of this information for your records. Should you need additional information, call MRP Monday through Friday 9:00am – 4:00pm (CST) at 817-251-3551 or email them at [info@MilitaryReunionPlanners.com](mailto:info@MilitaryReunionPlanners.com).

►Requests for refunds must be made in writing and postmarked no later than Sept. 7, 2016. No refunds will be made after this date unless you have purchased Tour Cancellation Insurance. Sorry, no refunds will be given for any reason beginning at midnight the day before your reunion. Please note there is a refund processing fee of \$10 per person. For written confirmation of your cancellation please send a self-addressed,

stamped envelope with your cancellation request.

►Your cancelled check is your receipt as well as proof of purchase. There is a \$25 return check fee for NSF. MRP will not be held liable for failure of vendors to provide contracted services or any injuries/accidents that may occur during the reunion.

**IN CLOSING:** The officers of our Association put in a lot of personal time and effort to make these reunions successful; and we do so willingly and without regret. Please show you appreciate our work by signing up as soon as possible.

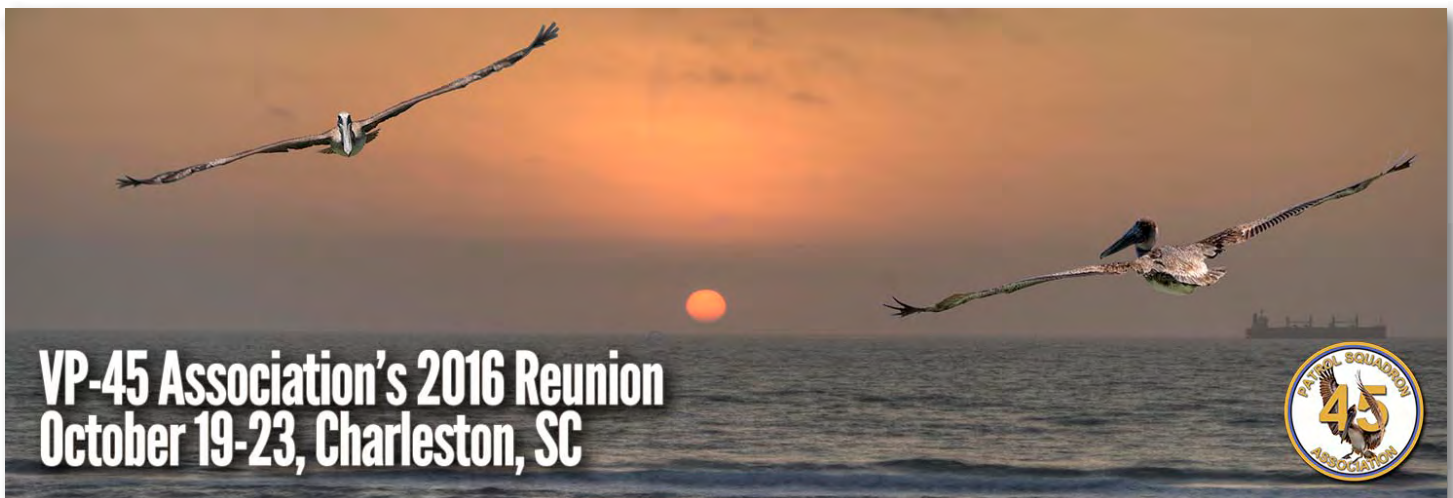
We have all been to a number of reunions, schools and squadrons, and the first thing we do when considering attending is look at the "sign up list." You want to see who of your buddies are planning to attend. If your buddies are not on the list yet, it seems only natural to wait and see. I mean, who wants to go to a reunion where you will hardly know anybody? Makes sense.... but here is the big problem: all your buddies are doing the same thing! This is a huge Catch 22. You don't sign up because your buddies haven't and your buddies haven't signed up because you haven't. See? This is why signing up **NOW** is so important to a successful reunion! And, if your buddies are not signed up, grab the roster we sent you and give them a call.

The sign-up sheet is now available online [HERE](#) or at the bottom of our home page [HERE](#). Also, if you received a paper copy of this newsletter via the US Postal Service, the last page can be used to sign up.

**Charleston October 19 - 23, 2016 We hope to see you there!!!!**

Joe Bretton, Vice Pres/Reunion Coordinator

(601) 405-3132 or [jbretton@aol.com](mailto:jbretton@aol.com)





# NOW HEAR THIS

By: Jack Keane and Bill Hobgood

OK, we know your eyes are still watering after you just read the Vice President's Report concerning the upcoming 2016 Reunion in Charleston. So, drag a sleeve across those eyes (remove glasses first) and get ready for some more interesting news.

As you know, your officers spend a number of months preparing for each reunion. The Vice President, Joe Bretton, as "Reunion Coordinator," clearly has the greatest task and does the most work; but each of your officers is involved to some degree.

Your Secretary, Jack Keane, and your WebMaster, Bill Hobgood have (self-appointed) collateral duties as joint-CCO's. A CCO is a Chief Creative Officer. In other words, we come up with good ideas for cool stuff: color newsletters, P-3 paintings, logo'd shirts and caps...that kind of stuff.

So, anyway, Jack went to Virginia Military Institute (VMI) and also had a tour of sea duty with Commander Cruiser Destroyer EIGHT (CCDG-8). We mention this because for each of those organization's reunions, Jack had a "challenge coin" produced



Jack's reunion coins: Top - CCDG-8; Bottom: VMI.

to commemorate the event. Every attendee went home with a large metal coin appropriate for the occasion. See the previous images that show what the those reunion coins look like...pretty handsome!

A few months ago, Jack suggested to Bill that a coin for our Association reunion this October would be a seriously cool idea; albeit a bit expensive considering the number of attendees we typically host at our reunions. To make this work, all Jack and Bill had to do was come up with a design, get pricing and convince the other Association officers to vote to spring for the cash.



Concept design for 2016 Reunion "Challenge Coin."

Bill took on the design project and Jack went to work coordinating with the challenge coin manufacturer. After a few weeks, Bill had come up with a design and submitted it to the other officers for review. After some discussion and some minor changes, they all settled on this design (see image above). This image is Bill's "concept design." The actual coin will be much more finished and handsome...with some features rendered in "3-D." There are also plans for a similar coin for the Association - not associated with a reunion.

Each attendee at the reunion in October 2016 will receive a (free) coin. Remaining coins will not be free. Got your attention? Another great reason to make plans now to sign up for the reunion. Don't wait; sign up now so your buddies you haven't seen in decades will see your name and sign up themselves.

To go to the Military Reunion Planners website, click [HERE](#) and then select "Registration Form."

Don't wait, do it now. See you there!



# NAVY TRIVIA

change course left or right to “clear baffles” to make sure nothing of interest or danger is lurking behind them.

## “Crazy Navy Terms - Part TWO”

By: Bill Hobgood

No matter how long you spent in the Navy, you never forget those strange terms we used to use. In this second part, we look at a few more. Some of these are a bit NPC (non-politically correct) but you will likely find them very familiar.

### A.J. Squared Away

A term used to describe a sailor or young officer who is always “squared away,” meaning always having a perfect shave, perfectly ironed uniform, spit-shined shoes, haircut with less than 1 mm of hair, spotless uniform, etc. The opposite of a Dirtbag.



### Basket Leave

Loosely defined as illegal free time off. Typically happens when a sailor who takes leave has his leave chit destroyed, without the command's knowledge after he's returned, thereby not charging the time off against his leave balance. Personnelmen at a command, who monitor leave, are apt to use a favor such as “basket leave” in trade for favors from their shipmates.

### Assholes and Elbows

In days of old, a deck hand would “holystone” the ship's wooden deck on his hands and knees. “All I want to see are assholes and elbows,” would be routinely heard from a boatswain's mate who would be supervising a number of hands performing this boring chore. Now it just describes working hard without rest or moving away from an awkward situation at a fast speed.

### Baffles

An ASW term referring to the area directly aft of a submarine in which she cannot “hear” because of the screw's turbulence in the water and the lack of ship mounted hydrophones in that immediate area. A submarine on patrol or in transit will periodically

### Touch and Go's

Repeatedly falling asleep in a meeting or a class while trying desperately to stay awake. After nodding off, the person's head will dip forward almost to his chest, whereupon he will snap back into a very brief state of semi-consciousness and repeat the process. Named after practice landings where the aircraft descends, briefly touches down and quickly becomes airborne again. Very prevalent at AOM's and training classes.

### Seaman Schmuckatelli

The generic clueless sailor who gets blamed for doing stupid stuff in sea stories. Used in ways similar to other generic human figures: “John Doe,” “Joe Blow” or “John Q. Public”. Example: “...and I was working on an electrical system without tagging it out, when along comes Seaman Schmuckatelli, who energizes the circuit and ZAP, you're fried calamari.”

### Brain Fart

A condition when, under stress, one cannot recall or perform something that would normally be easy or second nature. These continue to occur when increasing frequency over time after departing the Navy.



### Pucker Factor

Tension caused by high stress during a difficult or dangerous evolution. So named because your sphincter tends to tighten up or “pucker” involuntarily during such times. Example: “Pucker Factor was high when the PPC descended to 150', at night, no moon, in the soup with turbulence, with two engines loitered, trying to get an accurate MadMan.” When the “Pucker Factor” is very high, objects (underwear, entire flight suits, airframe components, etc) have been known to require retrieval from said sphincter.

### Gouge

The inside scoop, the skinny, the low-down. Only

the information you need to know in a given situation, with nothing else to waste your time. Or information you **HAVE** to know to get by. Some black shoes say “Live by the gouge, die by the gouge.” Aviators correctly say “Live by the gouge, EXCEL by the gouge.”

### B.O.H.I.C.A.

“Bend Over, Here It Comes Again.” (Self-explanatory)

### FOD

An acronym for Foreign Object Damage (to Jet engines) Used to describe various object debris, such as nuts, bolts, or anything that could be sucked into a jet or turbo prop engine and damage it. At aviation commands, FOD can also describe an individual of little value to the squadron or command; e.g. “If Airman Smith isn’t in this shop in 5 minutes, write that worthless piece of FOD up.”



### CANEX

This term means “Cancelled Exercise.” Used to refer to any event which has been cancelled, not just formal exercises. For example: “They CANNEX’ed the Ready ONE launch because they couldn’t find the dirtbag Navigator. The Ready TWO was launched instead.”

### Black Shoe

Any “Surface Navy” officer or CPO. Term is derived from the black shoes worn with khaki uni-

forms. “Black shoe” is a derogatory term used by aviators in reference to ship drivers, much like carrier aviators refer to the carrier as “the boat” just to piss off the black shoes aboard.

### Brown Shoe

An officer or CPO in the Naval Aviation community. Originates from the brown shoes worn with khaki uniforms that were exclusive to aviators from 1913 to 1976 and 1985 to 1999 (although it has been reported that all CPO’s and officers may now wear either brown or black shoes (who’s lame idea was that?). Wearing brown shoes is uncommon in the non-aviation navy community and doing so is likely to get you labeled a dirtbag. Among aviators, being called a brown shoe is considered a term of endearment. See also “Black Shoe.”

### Boat Cute

A relatively new term applied to female sailors who would not be attractive on the beach, but who become extremely attractive after being underway for a prolonged period of time. In recent times it has also been used by female sailors toward males.

### Douche Kit

Container...(usually closed with a zipper) for toilet articles such as shaving cream, deodorant, after shave lotion, etc. Probably not a good term to use post-Navy in a civilian group. So don’t say, “Oh Crap...I forgot my douche kit; how am I going to brush my teeth?”



### Emergency Blow

In the Submarine Service, this term is also known as “Hittin’ the Chicken Switches.” This is when a submarine is made to rapidly blow all the seawater out of her main ballast tanks; this results in a rapid (and uncontrolled) ascent to the surface. The final portion of this maneuver makes an impressive display as the sub breaks the surface; as you may have seen on TV.

Few submariners have ever seen this big splash, except on TV. The only things submarine crewmen get to see during an emergency blow are: (1) the depth gauge moving counter-clockwise towards surface depth, and (2) all the unsecured gear hitting the overhead when surface depth is achieved. Performing this maneuver beneath other ships is not a good idea (google USS *Greenville* for details).







## ASSOCIATION MEMBER IN THE SPOTLIGHT

### David Reid Johnson

**D**ave Reid Johnson was born in Dayton, Ohio on 2 November 1930 to Keith and Justine Johnson. By 1934, the family had moved to Evansville, Indiana where his father was a foreman in the pressed aluminum industry. After graduating from Central High School he entered basic training on 19 December 1951 at Naval Training Center (NTC) Great Lakes. After further training at Naval Air Technical Training Center (NATTC) Jacksonville, FL and NATTC Memphis, TN, Dave reported to Naval Station (NS) Sangley Point, Republic of the Philippines.

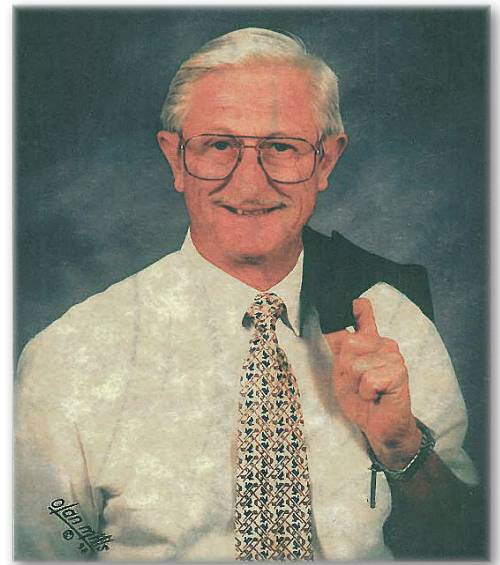


*Dave as a LT and USS Yorktown's Asst Navigation Officer circa 1964*

Within a year, Dave transferred as a flight crew member, joining VP-1 in November 1953 at NAS Whidbey Island flying the P2V-5 Neptune. It was his tour with the Screaming Eagles that motivated him to apply for the Naval Aviation Cadet (NAVCAD) Program, entering flight training at Pensacola, FL in December 1954. Upon graduation and commissioning in Corpus Christi, TX in 1956 he received his "wings of gold".

On 1 August 1956 Dave was married to Marcella L. Louton in Corpus Christi, and together the newly-married couple reported aboard VP-45 on 11 September 1956 at NS

Bermuda, immediately following the squadron's change of station from NAS Coco Solo, Canal Zone. Throughout his tenure with the Pelicans he worked at various jobs while flying the P5M Marlin, being promoted to LT(jg) on 1 August 1957.



*Retired LCDR David Johnson*



*Dave flew the massive P-5M Marlin while in VP-45 in the mid-1950's.*

On 25 March 1959, LT(jg) Johnson reported for duty with the Skinny Dragons of VP-56 at NAS Norfolk, VA where the squadron was preparing for its transition from the P5M to the P2V-7 Neptune. Transition training was completed on 8 June 1961 and now-Lieutenant Dave Johnson continued his qualifications prior to transferring to the newly-formed VP-30 in June 1960. The squadron was formed under the operational control of Fleet Air Wing Eleven (FAW-11) at



NAS Jacksonville, FL as a replacement ASW squadron, providing a continuous flow of operationally qualified pilots, aircrew and maintenance personnel to fleet patrol squadrons. Dave, however, joined VP-30 Detachment Alpha across the ramp from VP-56 at NAS Norfolk, to train personnel on the P5M Marlin seaplane. The NAS Jacksonville unit provided training in the Lockheed P2V Neptune. He was a member of the squadron's initial complement of 40 officers, 271 enlisted personnel, five P5M seaplanes and 13 P2V aircraft (seven P2V-5FS and six P2V-7S).

Following his time with VP-30 Det Alpha, Dave went back to NAS Corpus Christi as an instructor pilot with the Wise Owls of VT-31 flying the T-28



*Dave served two tours as an instructor pilot in the T-28.*

Trojan. After a year as an instructor pilot, Dave reported aboard USS *Yorktown* (CVS-10) as the Assistant Navigator (A-NAV) on 29 June 1963 upon her return from a Western Pacific deployment. *Yorktown* again deployed to West Pac on 22 October 1964, operating with Task Force 77 launching strikes against North Vietnam and with port calls to Yokosuka and Sasebo, Japan, Buckner Bay, Okinawa, and Hong Kong. The carrier returned to its homeport of Long Beach, CA on 17 May 1965 and Dave departed for NAS Moffett Field and VP-19 that September as a newly-minted Lieutenant Commander. [Editor's Note: The USS *Yorktown* is on the agenda for the upcoming VP-45 Reunion this October in Charleston, SC.]



*USS Yorktown (CV-10). This photo was taken while LT Johnson was aboard. This ship is now a permanent museum at Patriots' Point in Charleston, SC. It will be one of the tours during the upcoming reunion.*



*Traditionally, the "A-NAV" job aboard carriers went to only the most outstanding VP aviators.*

During his time with "Big Red", the squadron suffered the loss of two P-3A aircraft – the first in April 1966 in which 11 crewmembers were lost in an ASW training flight off the coast of Baja California, and the second in July 1966 when

four crewmen were lost on a training flight near Battle Creek, MI. During his tenure, the squadron twice deployed to the Vietnam combat zone flying out of MCAS Iwakuni, Japan. During the squadron's 1966 deployment (its first combat deployment since the Korean War), squadron aircrews supported combat patrols over the South China Sea off the coast of Vietnam. In February 1968, the squadron again arrived in theater only to be put on alert due to the seizure of the intelligence ship USS *Pueblo* (AGER-2) on 23 January 1968 by the North Korean Navy. Through the end of February, the squadron flew more than 1,500 hours in support of the surveillance of North Korea waters.

Dave transferred to NAS Whiting Field, FL in

March 1968 as a basic training instructor pilot, again flying the T-28 Trojan. After three and a half years there, he transferred to his final duty station, NS Rota, Spain, where he flew the C-130 Hercules. In 1975, while still in Rota, LCDR Johnson retired from the Navy after amassing several thousand hours flying multiple aircraft types.



*This event generated a lot of flying time for Dave and VP-19.*

ing to Manitowoc, WI where he worked for the Oil-Rite Corporation. In 1979 the family moved to Pensacola, FL where the real estate industry became Dave's true second career, starting with Baars Realty and later founding his own property management firm which he managed until his retirement in 1992. His first wife, Marcie, died in April 1998.

Dave served as the Treasurer of the VP-45 Association from 1990 until relieved by Ken Cory in 1994, and was present at the Association's first reunion in Pensacola. "When I was setting up our first reunion here in P'cola I needed a Treasurer. I knew Dave used a computer in his real estate business so I "laid" on him the opportunity to become my money man. Without too much hemming and hawing Dave accepted that most important responsibility much to my pleasure. He was great and very effective in our first reunion and beyond," commented Mort Eckhouse.

Continues Jay Thomas, "Mort and I were in "dire" need of a Treasurer. I had received a multitude of do-

Upon retirement, Dave and his family moved to Nashville, TN where he was employed at Aladdin Industries, later mov-

nations (prior to organization and dues) coming in from newly recruited shipmates who wanted to help Shirley and I with the cost of the first newsletters. When Mort found and signed up Dave to be our first Treasurer, that was really a big deal and a true blessing he was. When Dave came on board, we actually were starting to appear to be a legitimate organization and this tremendously accelerated new growth. Dave quickly became a critical pillar in our fledging organization and we can all be very thankful that he came and served unselfishly, helping give us a solid base for Mort to start making arrangements for our first reunion."

When Ken Cory stepped down as the Treasurer in 1998, Dave again took over until 2004 when he was relieved by PJ Imhof. Of Dave, PJ adds, "Dave Johnson was a great man. His demeanor and willingness to help others was extremely commendable. He was my mentor for the Treasurer's position."



*Dave's last job in the Navy was flying these "big boys," the C-130 Hercules.*

During his retirement, Dave enjoyed time with his grandchildren, helping the Elk's Lodge with their Bingo nights, and playing golf and bowling. While bowling, Dave met Carmen, whom he married in 2007. Dave lost his battle with cancer at the age of 78 on 10 November 2008. In addition to Carmen, he was survived by his sons Paul and Jim Blackford, David R. Jr. and William K. Johnson, sisters Carol Ann Parker and Sue Tutt, his brother Tom Johnson, and many grandchildren and great grandchildren.

**"...Dave quickly became a critical pillar in our fledging organization and we can all be very thankful that he came and served unselfishly, helping give us a solid base for Mort to start making arrangements for our first reunion."**



## FROM THE WEBMASTER

By: Bill Hobgood

After working on this edition of the Newsletter for a couple weeks, the time came to do the write up for this half-page section: "From The WebMaster." As I sit here, fingertips on keyboard, I have discovered that I have absolutely nothing of substance to say. So...I'll type as I think.

I have two main duties as WebMaster. First, I maintain the website that I put together in 2011. Steve Riddle, the previous WebMaster (and Secretary) had done such a fantastic job for a number of years it was going to be difficult to follow in his footsteps. Since I couldn't improve his site, my only recourse was to take a leap forward in technology and start from scratch.

Using an application from Adobe called "Dreamweaver," and a lot of online research and training, followed by months of graphic and code gruntwork, the new website ([www.vp45association.org](http://www.vp45association.org)) was



launched. Now, I just have to keep it "maintained" and up to date...which is pretty easy.

My second main duty is to assist Jack Keane with the technical, graphic and creative layout of each twice-yearly Newsletter. This part of my job is just plain fun. I can be creative while at the same time be challenged to make everything fit and do so with a hard publishing deadline. And working with Jack is a pleasure!

We Association Officers do, though, count on you to keep this organization, through the website and Newsletter, interesting, relevant and current. Please help us by providing your comments, critiques and memories. Questions? Email me: [hobgood.bill@gmail.com](mailto:hobgood.bill@gmail.com).

## SECRETARY'S PODIUM

By: Jack Keane

In this issue's Recommended Reading section, we highlight two books recommended by our members. If you have any recommendations for this section, please let me know and we may include them in future editions of the "Pelican Post."

Also, if you are a member and behind in your membership dues, please renew! Remember, you must be current in your dues to continue receiving the "Pelican Post" and Roster. You can pay online via our website or send in the last page of this Newsletter with your check. If you are 80 years of age or older, and have been a member in good standing for the past few years, you automatically qualify for lifetime membership. Just let one of the Association officers know and we'll make the necessary corrections to the roster.

We're always looking for your comments on how we can make the "Pelican Post" a better publication. Just send your comments to me and I'll ensure they're included in the "Mail Bag" section.

The VP-45 Association is a veteran-owned, not-for-profit organization that will accept charitable tax-deductible donations. If you're interested in donating to the Association, please contact our Association Treasurer, Ron Christopher.

Finally, as you are most likely aware, we have posted some of our cruise books on our website at [http://www.vp45association.org/archives/cruise\\_books.html](http://www.vp45association.org/archives/cruise_books.html). If you have a cruise book that is not currently on our site, consider sending it to me at my address located in the roster. I will copy it and return it to you, and Bill Hobgood will ensure it gets posted online.

Comments? send them to me and I'll ensure they're included in the "Mail Bag" section: Click [HERE](#)



“And there I was....” Another Thrilling VP-45

# Sea Story

A Selection From Our Website “Sea Story” Page

Author: An Unknown VP-45 (then VP-205) PBM Pilot

## “Typhoon Louise - 1945”

Editor’s Note: In September 1945, VP-205 was flying PBM5s out of Buckner Bay, Okinawa, while being based aboard the sea plane tender *USS. St. George* (AV-16). The author of this ‘sea story’ is unknown.

On September 15th our crew was scheduled for the night patrol with the knowledge that a typhoon was due in the area the following noon. We took off at 1800 hours and at midnight we received a message that the typhoon was arriving early and for us to return at first light to refuel for a flyaway to the Philippines.

We returned to base at dawn and saw the rough waters that were whipped into a series of white caps. We made the full stall landing, but, because of violent turbulence, we became airborne two more times, so we hit the water three times instead of once.



Buckner Bay, Okinawa

While taxiing on the more than choppy waters, I soon learned that you did not or could not make a 180 degree turn in order to reverse your direction.



WW-II era VP-45 (then VP-205) PBM Mariner.

All you had to do was let the gale force winds (it was not yet a full-blown typhoon) blow you backward. I found trying to turn only resulted in the wing float becoming completely submerged up to the wing tip.

While being refueled, our plexiglas bow was smashed by the stern of the refueling ship because



*USS St. George (AV-16) in WW-II camouflage paint. This image makes the ship look smaller than it really was. Note size of the crewmen standing under the crane. Commissioned in July 1944, ST. George was hit by a Kamikaze in May of 1945...five months before the Typhoon. She was decommissioned in late 1946.*

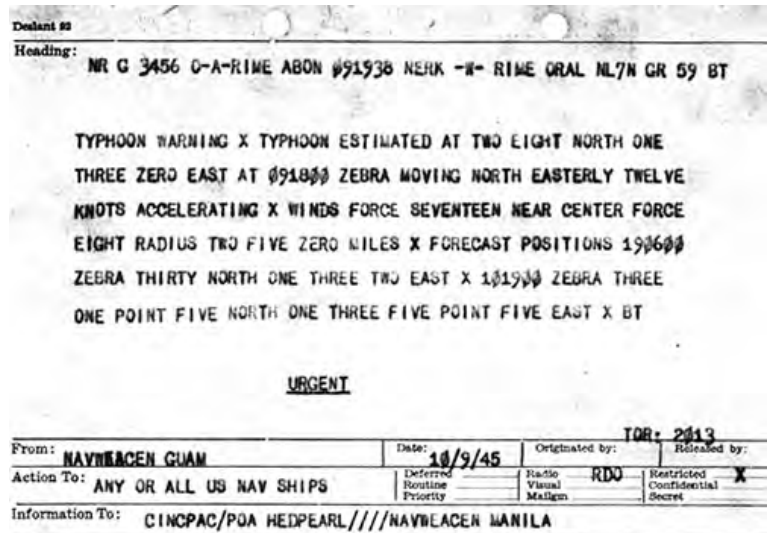
they had drawn us too close. Some of our planes did manage to become airborne, but then, others could not and the Captain halted further attempts. A relief crew came in a large rubber doughnut to take over from us as we had been aboard the plane close to 14 hours and our chow was gone and little water remained. We were taken back to *St. George* and climbed a cargo net to get aboard.

Shortly after coming aboard, I climbed into my bunk looking for sleep. However, within a short

time, maybe two hours, I was awakened because my head was hitting the bulkhead on virtually every pitch and roll of the ship.

We went out to sea and rode the storm out, but not before going through the eye of the typhoon. The anemometer broke at 125 knots and the mountainous waves were unbelievable. As our 500-foot ship reached the top of each huge wave, the screws came out of the water, causing the ship to shudder before its next downward descent. The next morning I found out that the ship had no steering control during the height of the storm.

While playing cards in the Officer's Wardroom,



The typhoon warning message received by USS St. George

on to a piece of wreckage! We stood by so a smaller ship could affect his rescue. It was very rewarding to see the blinker from the rescue ship flashing his gratitude to our ship for saving his life.

The *St. George* was built by the Todd-Bremerton Shipyards in Washington with the capacity to endure a 35-degree roll. Since we had been rolling at a 37-degree angle during the storm, my eternal gratitude goes to

that firm for building a little extra into it.



Post-typhoon photograph of a not so lucky PBM (squadron unknown).

Warrant Officer Tony Tekins was dealing and he dealt the cards up into the air as his chair went over backward until it hit the deck, landing him flat on his back. Meanwhile, dishes in the galley continued to fall out of their racks and smash to the deck with each roll of the ship.

One PBM was lashed to the fantail and after the storm subsided, the fuselage remained in place but its wings had been torn off. It was then pushed off the stern and the ship's guns helped sink it.

Our ship spotted a shipwreck survivor astride a mast segment. He had survived the ordeal holding



View of typical damage in Buckner Bay.



## A Special Report...sort of

# The Shooting Star Saloon

### The Shooting Star Saloon...and Why It Matters

by: Bill Hobgood

From Ogden, Utah, you reach the Shooting Star after a stunningly beautiful drive up Ogden Canyon. Or, from Salt Lake City, you can take an equally gorgeous drive up Weber Canyon past Snowbasin. My wife, Becky, and I had heard tales about this “bar” and, since we were vacationing in Park City, Utah last August, we made the drive.

At first glance, the Shooting Star looks like a small, old, beatup, not quite vertical, single room building that might be the best a little town like Huntsville could do, but step inside and that notion dissipates. The Shooting Star has been in continuous operation since 1879 – and, yes, right through Prohibition. The owner boasts that it is the oldest bar in Utah. I was thinking it might be the oldest in the entire country.

Upon entry, the first thing you notice is that the ceiling



*Typical topography enroute to Shooting Star Saloon.*



*World Famous Shooting Star Saloon*

is completely covered with cash... mostly dollar bills. We asked and were told that both the bills on the ceiling and the bar’s name “Shooting Star” are tied to a legendary fellow, and local character, named Whiskey Joe. Though previously named “Holkin’s Bar,” the saloon earned its current name many years ago as a direct result of Whiskey Joe becoming drunk and obnoxious and being asked to leave. When he refused, Grandpa Holkin “through his butt out the front door.” The sign on the front of the bar, that said “Holkin’s Bar,” had a star on it. Whiskey Joe got out his six-shooter and started shooting the star. This became such a popular story, they changed the name to the “Shooting Star Saloon.”

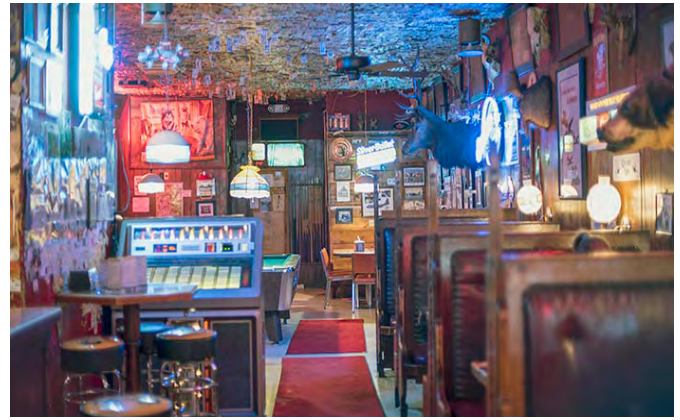


*Lots of cash is tacked to the ceiling.*



The rest of the saloon is just one big room with a pool table toward the back near the heads. An old jukebox still spins 45RPM records. Nope...no heavy metal or Rap tunes available. Booths down the right side are patched and scarred from years of use. Becky and I sat at the first available booth that had a 300lb Saint Bernard's head – stuffed and hung – just above eye level. This was the owner's dog who died in 1953. He seemed big and real enough that I closely protected my burger.

You have to keep in mind that this is a bar – you must order at the bar, don't expect to be waited on, and seat yourself.



Interior of the single room Saloon looking aft toward the heads.

The 3.2 beer is cheap, the personalities colorful and what you see in this place is scenery unfamiliar to most family friendly burger joints.

Getting back to the burgers; we had come specifically to savor the world famous "Star Burger." Each is made from two ground-beef patties, two slices of cheese with a grilled knackwurst Polish sausage in the middle. It comes with sautéed onions, mild seasoning, mustard, ketchup, pickles, lettuce, tomato and chips. The bar doesn't serve fries or nachos so don't ask; you have to be satisfied with the potato chips provided free of charge.



Close up of the cash papered ceiling.

The burgers were juicy and very tasty. We allowed ourselves only one beer since we had to drive to Ogden for the afternoon to visit the friend who told us about the place. Finished with my meal, I thought I'd hit the head before departing. Sauntering toward the rear of the joint, as I was passing the pool table, I noticed a whole bunch of military patches tacked up on the wall to the right. Didn't think too much about it until I was addressing the commode... when something now seemed weird about that wall. A flush and a zip later, I exited the head and looked to my left to see what about that wall had gotten my attention. "Holy Crap," I thought, as I suddenly realized there was a VP-45 Goofy Pelican plaque among all the other military memorabilia. What are the odds? As I drew closer to this weathered old plaque, I saw four names on a small brass plate affixed just below the Pelican. OK....this was just really strange. One of the names was Jack Keane. Jack is my good friend and the current Secretary of our VP-45 Association.



The Wall of Military Memorabilia.

So I called, Jack...for a friendly WTF? Turns out, Jack, being an avid skier of not quite Olympic talent, often skies in Utah. He explained that he and his ski buddies (the other names on the plaque), when in Utah, often visited the Shooting Star Saloon. They like the place so much on one trip they took a plaque, they had previously done up, and presented it to the bar owner as a token of their esteem. That was a few months short of 33 years ago!



The Saloon's own VP-45 "Goofy Pelican" plaque.

It is hard to fathom what all our Goofy Pelican has witnessed through those years proudly hanging there.





# Community News

By: Jack Keane

March 2016

## Patrol and Recon Group Changes Command

Rear Adm. Kyle J. Cozad relieved Rear Adm. Sandy L. Daniels as Commander, Patrol and Reconnaissance Group/Commander, Patrol and Reconnaissance Group Pacific (CPRG/CPRGP) in a change of command ceremony Aug. 20 at CNATTU Oceana in Virginia Beach. Cozad, who served as Commander, Joint Task Force-Guantanamo since July 2014, assumed his duties as CPRG/CPRGP.



*Various distinguished participants of the CPRG Change of Command ceremony included (left to right): RDML Kyle Cozad, USN, Incoming CPRG, VADM Bill Moran, USN, CNP (Chief of Naval Personnel), RADM Sandy Daniels, USNR, (Outgoing CPRG), and RADM J. R. Haley, USN, CNAL (Commander Naval Air Forces Atlantic).*

Cozad is a 1985 graduate of the United States Naval Academy, where he received a BS in Oceanography/Physics. His operational VP tours span across all four MPR sites. Cozad served extensively as an instructor pilot in multiple operational tours, completed two tours with Patrol Squadron 30, and another with 404 Squadron in Greenwood, Nova Scotia, where he was a CP-140 exchange instructor pilot with the Canadian Air Force.

Daniels commanded CPRG/CPRGP since February 2015 and was the first female commander since the command's establishment in 1948. She has transitioned into retirement and returned to Washington, D.C.

CPRG/CPRGP provides oversight to more than 7,000 men and women operating the U.S. Navy's MPA aircraft including the P-8A "Poseidon", P-3C "Orion", EP-3 "Aries II" and MQ-4C "Triton" unmanned aircraft system.

### P-3s Leaving Hawaii!

When the VP-4 "Skinny Dragons," with up to 340 personnel, deploy in the spring, the squadron that first flew P-3As out of Barbers Point Naval Air Station in 1966 won't be coming back, the Navy said. They'll head to Naval Air Station Whidbey Island in Washington state for transformation to the P-8A Poseidon, a jet based on the Boeing 737 that can fly faster and longer on the maritime surveillance and sub-hunting missions that are still so important to the Navy, officials said.

The two other Hawaii-based squadrons — VP-47 and VP-9 — will deploy at different times throughout fiscal 2017, leaving Hawaii for good and making a similar return trip to Whidbey for upgrade to the Poseidon, officials said.

At the end of it all, Kaneohe Bay will be the operating point for a permanent detachment of two P-8s that will perform a Hawaii homeland defense mission. It will be another end of an era for Hawaii's military,

**Hawaii continued Pg23**

### JAX Runway Fix 1/2 Complete

More than six months has passed since the runway construction project kicked off at Naval Air Station Jacksonville (NAS Jax) last June. The \$52 million contract awarded to Archer Western from Tampa, is currently on schedule but has had a few difficulties getting to this point. "The rains we received in the fall during the prep of the base layer impacted the



*A P-8A lands at Naval Air Station Jacksonville Jan. 12 for repair using secondary runway 14-32. Aircraft began using the runway Dec. 9.*

**JAX continued Pg23**

## New CPRG Touts VP Future

In his recent communique to the MPRA Community, RDML Kyle Cozad, CPRG, stated that the overall future of the Community is incredibly positive.

CPRG has stood-up nine Junior Officer-led and O6-mentored Cross Functional Teams (CFTs). MPRF leadership received the first reports from these CFTs at NAS Whidbey Island during the inaugural Commanders Operations Group (COG) meeting 6-8 October. As part of the community's new bi-annual commanders' conference drumbeat, the fall COG focuses on the operational effectiveness of the community, with discussions and deliberations to enhance and inform budgetary and programmatic decisions at the spring Com-

manders Action Group (CAG) and Naval Aviation Requirements Group (NARG) conferences, which are held every year in Jacksonville. At this year's COG, we emphasized the integration of our VP and VQ communities through the Maritime ISR (MISR) concept.

In doing so, we brought in nontraditional stakeholders to our process, including the National Reconnaissance Office (NRO), the Office of Naval Intelligence (ONI) and the N2 from the Naval Aviation Warfighting Development Center (NAWDC).

CFTs are designed to be inclusive, with participation fully anticipated from each squadron, Task Force staff, Wing Weapons and Tactics Units, and the MPR Weapons School.

We are currently transitioning the last active duty P-3 squadron, VP-26, in Jacksonville and starting to set our sights on the West Coast, where construction to support the new FoS is already well underway.



*Rear Admiral Kyle Cozad*

We will wrap-up the east coast P-8A Transition with VP-26's safe-for-flight certification in April. At that point we will take about a six month pause to allow MILCON to catch up in Whidbey Island and grow our Poseidon inventory before beginning our first west coast squadron transition next fall. This will also mark the beginning of homeport changes from MCAS Kaneohe Bay to Whidbey Island, where each Hawaii squadron, beginning with VP-4, will return from their next deployment to Whidbey Island and begin their transition to the P-8A. We are programmed to stay on course and complete transition with 12 active duty squadrons of seven aircraft each, plus the Fleet Replacement Squadron (FRS), as planned in FY20. We will continue to fly P-3s with our reserve squadrons and VPU-2, and EP-3s with VQ-1, for a bit longer as we await arrival of P-8A Increment 3, Triton Multi-INT, and the Advanced Airborne Sensor (AAS).

No less than a dozen countries have expressed some level of interest in the P-8A Poseidon. Of particular note, the US Navy is actively strengthening existing bonds with Australia through a PMA-290-managed P-8A Cooperative Program, which has proven to be of tremendous benefit to both nations. But it is not just P-8 and TacMobile that has captured the attention of our allies. MQ-4C Triton, which completed its initial Operational Assessment, is also being looked at as a potent addition to a number of MPRA stables. Australia has recently expressed interest and views Triton in much the same way as the US Navy to provide a persistent maritime ISR asset that augments and multiplies its manned P-8A platforms.

Furthermore, the United Kingdom recently demonstrated its intent to recapitalize its MPRA fleet. The UK has been without a long range MPRA asset since they cancelled their MRA4 Nimrod program in 2010. While details are being worked, the UK Prime Minister has announced the decision to procure nine P-8As to be stationed at RAF Lossiemouth with first aircraft delivery desired in April 2019. The second and third aircraft are desired in 2020 and the remaining six aircraft in 2021. We are currently evaluating requirements and capacity at VP-30 to meet the UK's training needs and support their proposed plan.



**Hawaii** (from page 21)

and the retirement in March of VP-9's Aircraft 916 after 42 years of service brought out some wistfulness from the crew that ferried the plane to the giant aircraft boneyard at Davis-Monthan Air Force Base in Tucson, Ariz.

Changing missions coupled with operations out of forward locations such as Greece, Italy, Bahrain, Japan and Djibouti in East Africa, meanwhile, have made the Hawaii basing less essential. CAPT Newlund, the commodore of Patrol and Reconnaissance Wing Two at Kaneohe Bay, said he sees no strategic detriment to reducing the maritime surveillance and subhunting capabilities in Hawaii, because that same capability will be coming out of Whidbey Island.



*“Rainbow Fleet” Patrol and Reconnaissance Wing TWO P-3 aircraft (along with other RIMPAC ASW aircraft) in Hawaii.*

Patrol and Reconnaissance Wing Two is the evolution of Fleet Air Wing Two established at Pearl Harbor in 1937 and with later service at Kaneohe Bay, Ford Island, Barbers Point and Kaneohe Bay again. Since the 1950s, Barbers Point was most famous for its “Rainbow Fleet” — the patrol squadrons that routinely deployed with P-2 and later P-3 aircraft to the northern and western Pacific, Indian Ocean and Arabian Gulf. The squadrons tracked Soviet subs patrolling off the western coast of the mainland and supported operations in the Vietnam and Gulf wars. Developed as a Cold War sub hunter, the P-3 turned out to be just as useful over Iraq and Afghanistan. The planes have powerful radars and an electro-optical surveillance system. At sea, they hunt submarines with sonobuoys and torpedoes.

In 2012, the Navy said it was reconsidering a plan to put 18 P-8A Poseidons at Kaneohe Bay, and instead was looking at consolidating them at Whidbey to

save \$300 million. That plan was approved in 2014.

**JAX** (from page 21)

project, but the contractor worked through it to keep us on schedule,” said NAS Jax Commanding Officer Capt. Howard Wanamaker.

Runway 14-32, the secondary runway was completed on schedule and on Dec. 9 aircraft began using the runway for landings and take offs. According to Wanamaker, air operations take place on Mondays on the 14-32 runway to accommodate the tenant units and for Fleet Readiness Center Southeast to accept and deliver aircraft. Around 110 people daily work to complete the project that is about 8,000 linear feet

long. An estimated 500,000 man hours have been put into this project. The completion of construction will be in June.

Other work to the project includes installation of LED lights on the runway, with an estimated cost savings of \$1 million annually to the base. Additionally, three World War II hangars were demolished because they were no longer needed due to the size of the aircraft operating here now.

The last major work done on the runway was in 1967, with asphalt resurface work done in 1986. “Concrete here dated back to the 1940s,” Wanamaker said. “An estimated 100,000 tons of concrete has been recycled into the base layer on both ends of the runway. Fixed wing operations moved to Cecil Airport in June, where operations have been flawless.” “There has been a great cooperation with the City of Jacksonville, Cecil Airport and Jacksonville Aviation Authority and we haven’t missed a beat executing sorties and accomplishing our operational mission.”

As of today, while conducting operations at Cecil Airport, NAS Jax military air traffic controllers have handled more than 4,363 landings and take offs. Also, the Air Mobility Command (AMC) passenger terminal has supported 350 flights, screened/handled nearly 20,600 passengers, moved almost 2.5 million pounds of cargo without incident.

The opening is scheduled for June 27, 2016.

## East Coast P-3 Deployments End

On Sept. 4, the P-3C Orion's 50-plus storied years of active duty operational service from the East Coast came to an end as the final aircraft of Patrol Squadron (VP) 26 landed at Cecil Airport in Jacksonville, following its seven-month overseas deployment. Sustaining a worldwide presence that spanned from the Middle East to Central America, the "Tridents" of VP-26, home-based at Naval Air Station Jacksonville, have "nothing but pride for the countless successes achieved during this historic deployment for



*VP-26 was the last East Coast VP squadron to deploy with P-3 aircraft. they will now begin transition to the P-8*

the P-3," said Cmdr. Mark Burns, commanding officer of VP-26. "Here we are, 50 years after the first P-3 was delivered and we can still make a large global impact with this aging aircraft. This is a testament to the exceptional training and dedication of our Sailors and our inherent ability to absorb and maximize technological advancements."

Centered at Isa Air Base, Bahrain and maintaining detachment sites in Incirlik, Turkey and Comalapa, El Salvador, VP-26 flew more than 550 operational sorties resulting in more than 5,200 mission hours completed between the months of January and September. From their deployment sites in Bahrain and Turkey, VP-26 served as an integral member of the multi-nation coalition flying more than 3,500 overland combat hours across the U.S. 5th and 6th Fleet Areas of Responsibility (AORs) in support of Operation Inherent Resolve and other multinational efforts, including the Struggle Against Violent Extremism (SAVE).

When called upon to meet and counter emerging regional threats to stability, such as the Houthi rebellion in Yemen, the Tridents responded by participating in Operation Decisive Storm and further on into Operation Restoring Hope.

While the sun has finally set on East Coast active duty operations for the P-3C, the Tridents of VP-26

look to the future as they prepare to transition to the Navy's newest maritime patrol aircraft – the P-8A Poseidon – and continue the legacy of Trident excellence as the world's premiere maritime patrol squadron.

## Historic JAX Hangar Demolished

An original NAS Jacksonville aircraft hangar met its demise Aug. 24 following a brief ceremony. Hangar 113, which was constructed in 1941, was torn down due to its age, obstructing views of the airfield and outdated energy use. Stearman and NR-1 Ryan aircraft were maintained in Hangar 113. SNJ aircraft, used for intermediate pilot training were also housed in the hangar. "After that it was used to support advanced fighter training through the end of World War II, including F4U Corsairs," said Williamson. Following the war, the hangar was used for Reserve units that moved from NAS Cecil Field.

When the demolition of Hangar 113 is complete, Hangars 115 and then 114 will also be taken down. Hangar 114 was the first home of the Blue Angels in 1946. It was also the site of the first fatality on the base, when a contractor fell from support beams.

Jacksonville Museum of Science and History (MOSH) will be the keeper of the historic artifacts removed from the hangars.

After the buildings are removed, the space will be used as parking for the P-8A Poseidon. The project is expected to be completed spring 2016.



*NAS Jax CO, CAPT Howard Wanamaker, uses an excavator to tear down part of Hangar 113, following a ceremony Aug. 24. Additionally, Hangars 114, and 115 are also being torn down due to the age and non-use of the facilities.*



# ALUMNI NEWS

## Meet Escambia County's Top Teacher

*Pensacola News Journal* 26 Feb 2016 - Moments after Escambia Superintendent Malcolm Thomas presented Kristy Imhof (daughter-in-law of PJ Imhof) a bouquet of flowers and a tiara tucked in a bag Friday morning in recognition for her School District Teacher of the Year award, she and her students



*Ransom Middle School language arts teacher Kristy Imhof poses with her tiara. Escambia Superintendent presented her a bouquet of flowers and the tiara for her winning the School District Teacher of the Year Award.*

broke into dance. Imhof and her students dancing in class is a common occurrence. The Ransom Middle School language arts teacher finds creative ways to educate her students.

To describe the 42-year-old Imhof as energetic is unjust. She practically bounces around the classroom as if on a pogo stick. Students say her energy is contagious. As the seventh of eight children, Imhof spent

her childhood fighting for attention. “Having that many siblings, there’s an energy in the house to begin with and we all tried to outdo each other,” she says. “And then there’s just that natural anxiety personality that I have that’s kind of high-strung, so that energy I’ve always had.”

Imhof channeled her energy into teaching at a relatively young age. She landed a teaching position at age 20, but after a few years she decided to try and extend her reach by moving on to a professional development company that essentially teaches teachers how to better instruct students. She found teachers to be resistant to change, though, and she soon transitioned to being a stay-at-home mom. She returned to the classroom as a part-time teacher at Santa Rosa Adult School and that satisfied her for about three years, until she took her sixth-grade son to orientation at Workman Middle School.

The language arts teacher is clearly in her element Friday morning. She puts the tiara on, and the students applaud enthusiastically. Some aspects of her job frustrate Imhof – the emphasis the state puts on the Florida Standard Assessment test, for example, but the connections she forms with her students outweigh any negatives. “For me, I enjoy feeling the love they have for me and I get tremendous satisfaction knowing that they know I love them,” Imhof said. “Feeling that from them, what I put out to them, it’s kind of like Oprah Winfrey always says, ‘What you give out comes back to you tenfold,’ and I really do believe it.”

## Old Guy Reunion



*Ed Dumas and Scott “Beaker” Kelly got together in September 2015 and sent the below “selfie.” We hope neither of them takes up photography as a second career!*

## Wounded Pelican

In September, Charlie McCrary was severely injured when he was crushed between a truck and his barn in Thomaston, GA. Doug Mitchell had the opportunity to visit with Charlie in the hospital. We hope to see Charlie and his wife Mary at the reunion in October.



*Doug Mitchell, our Association president, visits Charlie McCrary in the hospital.*

## Hummel Anniversary!

Bob and Violet Hummel celebrated their 60<sup>th</sup> wedding anniversary on 20 August 2015. They met in Guldens, PA (about five miles from Gettysburg) when Bob transferred out of VP-45 to VR-1 in May 1954. The photo below was taken at the anniversary party their children threw for them at the American Legion post. As an aside, Bob celebrated his 85<sup>th</sup> birthday on 1 November.



*Bob and Violet Hummel - 60 years together!*

## VP-45's SAILOR OF THE YEAR

**Navy Counselor (NC) 1st Class Natalie France** was recently selected from a group of outstanding sailors to receive VP-45's Sailor of the Year Award.

France entered the Navy in 1997 and completed cryptologic technician maintenance (CTM) "A" School immediately following boot camp. She later cross-rated from CTM to NC in 2006. As an NC, France supports the Navy mission by helping Sailors put their experiences in motion and make wise career decisions. They help Sailors explore and evaluate their education, training, work history, interest, personal traits, and physical capacities and limitations.

France says it was a combination of her mentors and self-motivation that led to the success of VP-45's Sailor of the Year.

"I was successful because I took advice from my mentors, said France." "I made sure to set goals for myself and ultimately exceed those goals."

During her 18 years in the uniform, France has served at CMT "A" School and "C" School, Navy Information Operations Command (NIOC) Northwest, NIOC Kunia, Hi., NIOC Md., USS *Stout* (DDG 55), Defense Service Office (DEFSVCOFF) Southeast, Helicopter Combat Squadron (HSC) 7, Naval Air Station (NAS) Jacksonville and VP-45.

France's military awards and decorations include the Joint Service Commendation Medal, Joint Service Achievement Medal, Navy and Marine Corps Commendation Medal, nine Navy and Marine Corps Achievement Medals, six Navy Good Conduct Medals and qualifications as an aviation warfare specialist.







# SQUADRON NEWS

## 'Pelicans' Return to the Nest After Inaugural P-8A Deployment

By: VP-45 Public Affairs Officer

Back on Jan. 27, 2015, the first of six aircraft assigned to Patrol Squadron 45 departed NAS Jacksonville; signaling the start of the squadron's first deployment with the new P-8A Poseidon. They deployed for more than seven months to Kadena Air Base in Okinawa, Japan. On Sept. 11, the squadron's final Poseidon aircraft safely touched down at Cecil Airport in Jacksonville, marking the end of this successful U.S. 7th Fleet deployment. The "Pelicans" of VP-45 supported Commander, Task Force 72 (CTF-72), flying a host of missions including: anti-submarine warfare (ASW), anti-surface warfare (ASuW); intelligence, surveillance and reconnaissance (ISR); maritime domain awareness (MDA); and carrier strike group coordinated operations.

"The squadron's success over the last seven months has and will continue to be attributed to the work ethic and unwavering commitment of every Sailor in the command," said Cmdr. John Weidner, VP-45 commanding officer.

During the deployment, VP-45 completed more than 15 detachments to several countries, including Japan, Singapore, Australia, Malaysia, the Republic



VP-45 Commanding Officer Cmdr. John Weidner is welcomed home by his family upon returning Sept. 11 from a seven-month deployment to Kadena Air Base in Okinawa, Japan.

of the Philippines, Guam, the Republic of Korea, and India. As a result of these detachments, the Pelicans were able to strengthen partnerships while experiencing a multitude of different cultures by acting as American ambassadors to their host nations.

Of interest, Jim Sciutto, Chief National Security Correspondent for CNN, joined Capt. Mike Parker, Commander of CTF-72, and VP-45 Combat Air-



The daughter of AWO2 Casey Thrasher made her feelings clear.

crew 11 on a mission over the South China Sea to report on China's rapid land reclamation activities in the contested Spratly Islands. China has reclaimed approximately 2,000 acres since January—a rapid increase in activity that has drawn significant international attention.

The dedication and professionalism of VP-45's maintenance department enabled the aircrew to fly more than 3,000 mishap-free hours and over 600 total sorties. Despite the enormously high operational tempo, sailors were still able to achieve personal accomplishments including, 23 reenlistments, 31 advancements, and 53 Enlisted Aviation Warfare Specialist qualifications.

The Pelicans were relieved by the Jacksonville based "War Eagles" of VP-16.

### VP-45 'Pelicans' Host Secretary Kessler

The leadership of VP-45 hosted Gary Kessler, Deputy Assistant Secretary of the Navy (Air Programs) (DASN Air), during his Oct. 22 visit to Commander, Patrol and Reconnaissance Wing (CPRW) 11 - where he learned about the Navy's new maritime patrol air-

craft, the P-8A Poseidon. Kessler was greeted by the Commanding Officer of CPRW-11 CAPT Anthony Corapi, before visiting one of the squadron's P-8A Poseidons, where he met with the squadron's Operations Officer, LCDR Carl White, along with VP-45 Executive Officer CDR Jason Williamson, who, gave Kessler a tour of the exterior features of the P-8A Poseidon. White said, "Secretary Kessler was very interested in the future capabilities of the P-8A weapons bay, command and control suites, and electronics and acoustic systems."

As DASN Air, Kessler is the principal advisor to the Assistant Secretary of the Navy for Research, Development and Acquisition (ASN (RD&A)) on matters relating to aircraft (manned and unmanned),



*Gary Kessler, deputy assistant secretary of the Navy Air Programs (DASN Air), is greeted by LCDR Carl White, VP-45 operations officer, before starting his visit of Patrol and Reconnaissance Wing (CPRW) 11 to discuss and tour the Navy's latest maritime patrol aircraft, the P-8A Poseidon.*

air-launched weapons, cruise missiles, airborne sensors and avionics.

AWO2 Irma Sanchez, a VP-45 acoustic operator, said Kessler showed great interest in her role as an aircrewman on the P-8A Poseidon. "Mr. Kessler was very interested in the acoustic system," said Sanchez. "He wanted a firm understanding of our capabilities and limitations as operators." Sanchez said this was the longest time Kessler has spent in a P-8A aircraft. "Mr. Kessler said he has been in a P-8 before but it was only for about five minutes," said Sanchez. "This tour definitely gave him a better understanding of the aircraft's full potential."

### VP-45 Visits Submarine Group 9

Members from Patrol Squadron (VP) 45 welcomed RADM Dave Kriete, Commander, Submarine Group NINE aboard NAS Whidbey Island, Dec. 9 to discuss, tour and fly one of the squadron's P-8A Poseidon aircraft. COMSUBGRU 9 is headquartered at Naval Base Kitsap-Bangor, Silverdale, WA. Kriete is responsible for the training, readiness, logistical, administrative and personnel support of all US ballistic missile (SSBN) and guided missile (SSGN) submarines in the Pacific Northwest.

Kriete said the relationship between the P-8 community and the Bangor submarine force is one that goes hand in hand. "Historically, the VP community and the submarine force have worked together very closely in a number of areas including real-world ASW, mutual training opportunities, and concept of operations development," said Kriete.

The aircrew provided Kriete a ground tour of the Poseidon before departing on a crew training flight to demonstrate the capabilities and characteristics of the aircraft. AWO3 Annie Huynh, the crew electronic warfare operator, explained the inverse synthetic aperture radar, doppler, surface plots and area management utilizing the APY-10 Radar System. "The admiral was curious about the P-8 electronics upgrades compared to previous maritime patrol aircraft," said Huynh.

Kriete said it was the Poseidon's improved ASW capability and crew that struck him the most during his flight. "We conducted an ASW tracking and attack exercise off the coast in a very challenging environment during which both the plane's flight crew and sensor operators demonstrated tremendous skill," said Kriete. "As impressive as the plane's ASW capability was, the crew was clearly the most impressive aspect of my flight."

Because one of the P-8's main missions is ASW, VP-45 pilot LTJG Estes, said COMSUBGRU 9 was very interested in the aircraft. "RADM Kriete showed a keen interest in the functionality, operation, and tactical application of the P8," said Estes. After the flight, Kriete lauded VP-45 for the experience and understanding gained from participating in the training flight. "I saw first-hand that this squaron



has some of the finest Sailors in the fleet and we are fortunate they're on our side," said Kriete. "As many countries around the world expand their submarine



RADM Dave Kriete, Commander, Submarine Group Nine, holds a question and answer session with members of VP-45 Dec. 9, after a flight in a P-8A Poseidon aircraft. Kriete met with the "Pelicans" to discuss and tour the squadron's aircraft.

capabilities and numbers, I see the role of the P-8 becoming more and more important to ensure the security of the United States and our allies and partners."

### 'Pelicans' Support JROTC Units in Tennessee

Ten members from VP-45 flew to Tri-Cities Regional Airport in Bristol, Tenn., Sep. 29 to meet and speak to more than 200 Junior Reserve Officers' Training Corps (JROTC) students about the Navy and its new P-8A Poseidon. The visit was organized by retired U.S. Marine Corps MAJ Chris Fain from Sullivan North High School Navy JROTC, Kingsport, Tenn., and included Navy, Marine and Air Force JROTC students from Cherokee High School, Rogersville, Tenn., Daniel Boone High School, Gray, Tenn., North Laurel High School, London, Ky., Sullivan East High School, Bluff City, Tenn., Sullivan North High School and Unicoi County High School, Erwin, Tenn.

Upon first hearing of the visit, many students expressed their excitement to meet with VP-45 and learn more about the Navy. "When I first heard about the visit I knew this would be a great opportunity for me," said Carmen Harris, a senior at North Laurel High School. "I wanted to learn about everyone's jobs and what they think about the Navy."

During the visit all students came aboard the aircraft

and talked to the crew about aviation and life in the Navy. "On the plane, I talked to the students about how the Navy offers a career and not just a job," said AWO2 Irma Sanchez, an acoustic operator with VP-45. "I shared a lot of my own experiences and how at an early age the Navy really does allow you to see the world."

After the visit, the students said they had gained a great deal of new knowledge about the Navy. "I've always been pro Navy but there were a lot of things I didn't know about the Navy until today," said Harris. "I didn't even know the Navy flew aircraft – I thought that was the Air Force working with the Navy."

Retired CDR Christopher Deming, Senior Naval Science Instructor at North Laurel High School, said he felt the visit was well received by the students. "All the students attending said this was an outstanding field trip," said Deming. "The crew engaged the students and provided information not only about the aircraft's mission but connected with them on a personal level."

Harris said learning about the Navy was her favorite part of the visit. "I really enjoyed talking to everyone who came," said Harris. "It was very interesting learning what [the crew] does in the plane."

Deming said they felt this visit could really change the students' previous ideas about the Navy. This event had a positive impact on the students' perceptions of the Navy; the idea that the aircraft flew up to Tri-Cities just

to let the students tour the aircraft was a really big deal to them," said Deming. "In my 20-plus NJROTC teaching career, this is only the second aircraft



my students have been able to tour, other than at air shows. I would encourage squadrons and wing staffs to reach out to JROTC units and staffs to make opportunities like the VP-45 visit a little more frequent."

AWO2 Jonathan Cuff (right) gives students visiting the P-8A Poseidon static display a brief explanation of the P-8A aircraft's capabilities while they wait to board at Tri-Cities Regional Airport in Bristol, Tenn.

### Navy's new submarine hunter builds reputation

## in Pacific with “secret” flights.

From *The News Tribune*, Tacoma, WA, 24 November 2015

Kadena Air Base, Okinawa — Professional silence is part of the job description for sailors when they fly the Navy’s newest surveillance jet over disputed territory in the western Pacific. That’s what the Pentagon demands of crews that search for submarines in a testy corner of the world. “Every mission we fly out of here is classified,” CDR John Weidner said as he invited a team of reporters on a P-8A Poseidon jet during his deployment to Japan last August. The flights may be secret, but his jets are receiving a lot of attention these days.

They are some of the Pentagon’s eyes and ears gathering evidence of China’s military expansion in the contested waters of the South China Sea, where China has built up small atolls in territory claimed by neighboring nations. The P-8s are produced on Boeing’s production line in Renton and joined the Navy’s fleet three years ago.

Flights over the disputed South China Sea islands are among the most visible assignments handed to Poseidon crews. The commander of the Navy’s Pacific Fleet, ADM Scott Swift, joined Weidner’s squadron on one trip. The Defense Department later trumpeted Swift’s observations from the mission.

“There are forces of instability at play in the region, and that’s generating uncertainty,” Swift told reporters in July (2015), suggesting that China’s expansion had worried American allies in the region.

Dozens more Poseidons are in line to be built on Boeing’s \$33.5 billion contract. About 40 eventually will fly out of Naval Air Station Whidbey Island, where the Navy has spent about \$120 million preparing for them since 2013. The first planes are expected to arrive next fall. Today, all of the Navy’s active P-8s are based at Naval Air Station Jacksonville in Florida.

The Navy has kept a rotation of about six deployed Poseidons in Kadena for the past two years to boost its intelligence-gathering arsenal in a region that’s

seeing a broad international military buildup.

The Navy, since May, has been flying over suspected Chinese military bases in the South China Sea. It



*A VP-45 P-8 on short final just before touchdown at Kadena Air Base.*

also invited a CNN crew on a flight last spring. That mission spurred warnings from the Chinese military that it could provoke an armed response. After those flights, the military rejected requests from reporters to accompany P-8A crews on similar assignments.

The sailors couldn’t say much about the specifics of their flights, but their faces seemed to light up when they described their core task of finding submarines. That’s a growing challenge in the Western Pacific, where China and other nations have aggressive plans to grow their navies. “My job is to track the submarines. If we have to hunt for the submarine, we find it. Usually it works out pretty well,” said PO2 Austin Lien, 27. “We are the most advanced, most capable aircraft to do it,” added LCDR Brian Fichter, a flight officer.



*ADM Scott Smith, Commander, U.S. Pacific Fleet*

A Poseidon crew typically has a crew of nine; three pilots, two flight officers and four technicians who track radars, acoustic devices, cameras and electronic communications signals. “This is where we earn





*Four star admiral, Scott Swift, commander of the Navy's Pacific Fleet, observes operations aboard a P-8 aircraft during a flight hosted by the Pelicans in July, 2015.*

our paychecks,” Fichter said as he gestured to the panels where technicians work.

Like the Orion before it, the Poseidon won't operate only at sea. It has instruments to collect electronic communication signals, which the military uses in conflict areas like Afghanistan and Iraq. The squad-

ron that was at Kadena last summer anticipates an assignment in the Middle East before it returns to the Pacific.

### VP-45 conducts first burial-at-sea with P-8A

From: Jax Air News

The “Pelicans” of Patrol Squadron (VP) 45 conducted a burial-at-sea Jan. 7 for James Lincoln “Linc” Sparks Sr., a deceased former naval flight officer and member of VP-45.

The burial-at-sea ceremony is an honored tradition dating back to World War II. It's available for active duty members of the uniformed services, retirees and honorably discharged veterans, Military Sealift Command U.S. civilian marine personnel and their family members. It helps to recognize service members and the sacrifices they have made. “A burial-at-sea is one of the most important things we can do to honor the memory of a Sailor,” said CDR Jason Williamson, VP-45 executive officer. “Some of Sparks’

fondest memories were as a LT with VP-45, so it means a lot to remember him in this way.”

Five members of VP-45, CDR Jason Williamson, LT Lara Bzik, LT Joseph Johannes, LTJG Robert Valentich and AWO1 Jason Lankhorst were part of the ceremony where

Sparks’ remains were flown over the Atlantic Ocean before being laid to rest off the coast of St. Augustine.

“This was VP-45’s first burial-at-sea flying the P-8,” said Williamson. “Traditions and customs like this help to connect the many generations of the maritime and patrol community.”

Members who participated in the ceremony said performing this burial-at-sea for a former Pelican was a truly special experience. “It was an honor to help lay to rest a member of VP-45,” said Bzik. “The trust that the Sparks’ family placed in us to carry out their father’s final wish speaks to the camaraderie of the Pelican family.”



*LT Joseph Johannes carries the ashes of James Lincoln “Linc” Sparks Sr., a former member of VP-45, aboard one of the squadron’s P-8A Poseidons during a burial-at-sea ceremony Jan. 7 at Cecil Airport.*

James Lincoln “Linc” Sparks Sr. was born Jan. 27, 1939 in Ashland, Ky. He was raised and educated in Baltimore, Md. He served six years as a naval flight officer (from 1960-1966) with three of those years at VP-45. Sparks retired from AT&T in 1995. He passed away April 1, 2015 due to complications from pancreatic cancer.

Those who knew him remember what a humble and generous man he was. His family was greatly blessed. He is survived by his wife, Grace, three children Elinor Sparks, Carolyn Ditchendorf, and James Sparks Jr. as well as his grandchildren Sophia and Peter Staropoli, Cyrus, Elijah and Lilianna Ditchendorf. He was well loved and always considered an asset wherever he traveled. He will be missed and fondly remembered for his sense of humor.



*LT James Sparks*



*James Sparks Jr. (left) hands the ashes of his father, to Lt. Joseph Johannes, a naval flight officer with VP-45 during a burial-at-sea ceremony.*

# TREASURER'S LEDGER

**By: Ron Christopher**

My first year as your Treasurer has been very rewarding. It's good to be an active part of the Association. The transition into the Treasurer's position, the change of banking facilities and transfer of signature authorities all went well. Thank you all for timely payments and for the kind words of encouragement many of you forwarded with your payments.

You will look at this Annual Financial Report and note that we had a Net Gain from Operations of \$39 after receiving dues of \$3175. The big expenditures were for the contribution we made to the National Flight Academy of \$1250. This was the first payment of the \$2500 we voted on at the 2014 business meeting during the Jacksonville Reunion. The second donation is due in April this year. The other big ticket item was \$1015 expended for Hats/Shirts (resale merchandise). This stock is being held for the 2016 reunion in Charleston. These hats and shirts are embroidered with the Association logo. Get yours at the Registration Desk at the 2016 Reunion in Charleston.

The \$475 Corporation Fee is for a three year period. By paying the fees for three years, we realize a very nice \$221 savings for the three year's. The Web Site fees are the cost of maintaining the Patron Four Five Association website ([www.vp45association.org](http://www.vp45association.org)). These fees are reimbursed back to Bill Hobgood for his expenses to the web site provider, iPower. Thanks Bill for maintaining the site for all your shipmates.

You will also notice donations in the amount of \$1,043.00. These are a couple of anonymous financial gifts from members who appreciate what we do for the Association. Being a non-profit organization, these donations are fully tax deductible.

So when all the pluses and minuses work their way thru the financial report, we ended up with a \$39 gain. This was an off year as it pertains to Reunions. We will see a different picture next year. As a non-profit entity, our dues structure and relatively low reunion fees attest to that. This is also true for the resale merchandise (hats/shirts); the cost of which is directly proportional to what we have to pay. With this in mind, we do not want to be showing deficits on the report either.

If any member has any questions regarding this re-

port or any other Treasury activities, please do not hesitate to contact me.

Finally, and very importantly, if you have not paid your (now reduced) annual dues, please do so today. More and more of your shipmates are taking advantage of the \$40 five-year plan. It's easy to do on the online payment. Go to "Membership" and follow the instructions.

Ron Christopher

[rchristopher3@comcast.net](mailto:rchristopher3@comcast.net) /601-966-4678.

| PATRON FOUR FIVE ASSOCIATION<br>TREASURER'S FINANCIAL REPORT   |             |                    |
|--|-------------|--------------------|
| All Funds  | 1 Jan 2015  | \$25,257.00        |
| Income:  |             |                    |
| Dues   | \$3,175.00  |                    |
| Donations  | 1,043.00    |                    |
| Misc/Sales   | 397.00      |                    |
| <b>Total Income</b>  |             | \$4,615.00         |
| Expenses:  |             |                    |
| Printing/Postage   | \$1,270.00  |                    |
| NFA Donation   | 1,250.00    |                    |
| Website Fees   | 358.00      |                    |
| Office Supplies  | 38.00       |                    |
| Corporation Fees   | 475.00      |                    |
| Hats/Shirts Cost   | 1,015.00    |                    |
| Misc. Fees/Exp   | 170.00      |                    |
| <b>Total Expenses</b>  |             | \$4,576.00         |
| <b>Net Income</b>  |             | \$39.00            |
| Capital Assets   |             |                    |
| Checking Acct  | 31 Dec 2015 | \$25,296.00        |
| <b>Total Cash Assets</b>   |             | <b>\$25,296.00</b> |
| All Capital Assets are now located in one location, Trustmark Nations Bank Flowood, MS. The Bank Statement and the Bank Register are in balance. |             |                    |



# MAILBAG

Hey Jack!

Jack, I can't tell you how much I appreciated getting the September Newsletter and what a wonderful product it is. I was in VP-45 in '56-'57 in Panama and Bermuda. Jim Mahoney and Velma Wakeman were really close friends during those years.

BTW I was there in Bermuda when the O'Club was taken over by the Officers in VP-45. I will try to get the names if I can. Again, I can't tell you how impressed I am with the Pelican Post. I am sure it is the best of its kind,

Thanks for all your efforts, Pete Smith

Hey Jack!

First let me say that I enjoy the newsletter very much and see that some of my associates are alive and kicking but many have passed on.

You have a picture in the newsletter that has a line under it that asks if Lewis Nelson is in this picture. Well, I'm not. I would have loved to have been but I believe that I was on leave when it was taken. The ones that I remember were: kneeling left to right were: Donald Ipoc, Harvey Dubay, Kenneth Goodwin, Mike Carney. Standing Left to right: Lawrence Crookham, LCDR "Spade" McDade, unknown, Lt(jg) Helvey, unknown, Otto Marquardt. The picture had to have been taken in the early part of 1960.



Cover of last Newsletter

Best, Lewis Nelson

Ahoy Jack!

May I present my take of the Pelican Post?? I think it is HUNKY-DORI and you both deserve a big BRAVO ZULU! Hope to see you in Charleston.

Charley Caldwell



Hey Jack!

Your Newsletter is really in a wonderful format! Congratulations on a terrific job!

We are so pleased to know that the next reunion will be in Charleston, SC. It is a wonderful choice for interesting experiences. We have visited Charleston often as our retired Navy son has been living there for the last 25 years. I hope we will be able to join our good VP-45 friends again as we look forward to enjoying another reunion, this time, in the very historical city of Charleston, SC.

Sincerely, Joyce and Jack Barry (55-57)

Hey Jack!

Great newsletter!

BTW, I like the fact that it's much more than just a newsletter about alumni: it contains current events, lots of history and all kinds of "stuff" that us Old

Navy guys like. Personally, I actually learn something! All in all, it's a great read.

Chuck (El Big One (EBO)) Geyer

Hey Jack!

Hope you're doing well. I have been enjoying aircraft ownership, flying quite a bit to and from KY and AL.

Not sure if I told you but in March of this year I purchased a new to me [2005 Beechcraft] single engine - turbo capable of FL 250 and roughly 210 TAS - GPS x 2 MFD - redundancy in instrumentation and dual generators. I am back up to speed with my pilot skills, it was a long road, with all the new technology [I was on the bench for over 16 years].

All the best, Tom Rau

Hey Jack!

Once again, you and your team out did yourselves! Another great read! Look forward to seeing you next fall, if not sooner.

PFH! T.J. "Catfish" Grady

Hey Jack!

Just got back to Naples, FL after spending our first complete summer at our recently acquired summer home back in my home town in MN.



Tom's newly acquired Beechcraft!

That process last year kiboshed our attendance at the reunion in 2014. For the future - we are now catching up on past correspondence and Mary and I plan on attending the 2016 reunion if possible and look forward to seeing old friends and squadron mates.

Great job on "recruiting" officers for the Association. The entire process has improved and is certainly attractive to getting new members. Great Job and best wishes. See you in 2016.

Doug and Mary Backes

Hey Jack!

The paint scheme for the P-3 changed from gloss blue and white in the early 60s, to white and grey in the mid-60s.



LN-6 in 1964 (top) and with the later paint scheme in 1966.

Two other color schemes were later used on the P-3. The top photo of LN6 was taken in Argentia, Newfoundland during the first P-3 deployment in late

Click Here to Send a "Mail Bag" Letter to:  
**"Hey Jack!"**



1964. The two photos of LN6 were separated by two years. 20 March 2016, will be the 52nd anniversary that BUNO 151360 was delivered to VP-45 at NAS Jacksonville. This was the fifth aircraft received during the early 1964 transition from the P5 M2 Marlin seaplane to the P-3 Orion.

I was assigned to this aircraft for 2.5 years as an FE and deployed to Argentia, Newfoundland and to Adak, AK in mid-1965.

Best, Carl Sandlin, ADRC (Ret.)

Ed's Note: In January, Doug Mitchell received the following from Jim Sparks, Jr., son of the late Jim "Linc" Sparks. (See story elsewhere in this issue).

Hi Doug,

It was a pleasure meeting you and a comfort to be part of the continuity that is offered by the United



LT Jim Sparks circa 1965

States military. I have a greater understanding of my father's patriotism, indeed this experience has bolstered my own. I was comforted by the respect and dignity shown by the flight officers. It is humbling to be even a small part of something so great as the VP-45 squadron and the U.S. Navy.

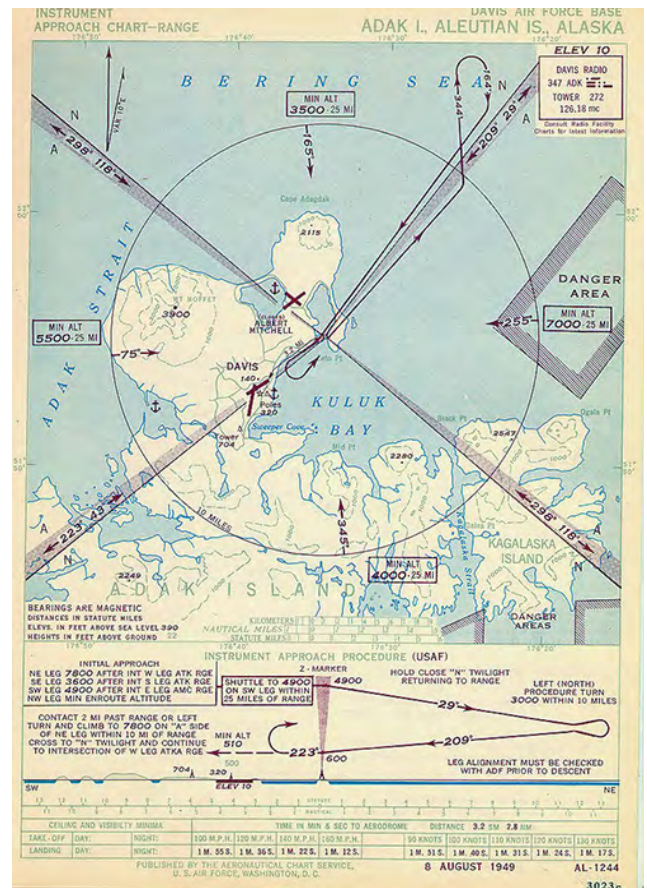
Please express my gratitude and thank you for the role you played in fulfilling my father's last wishes.

Sincerely, James L. Sparks, JR

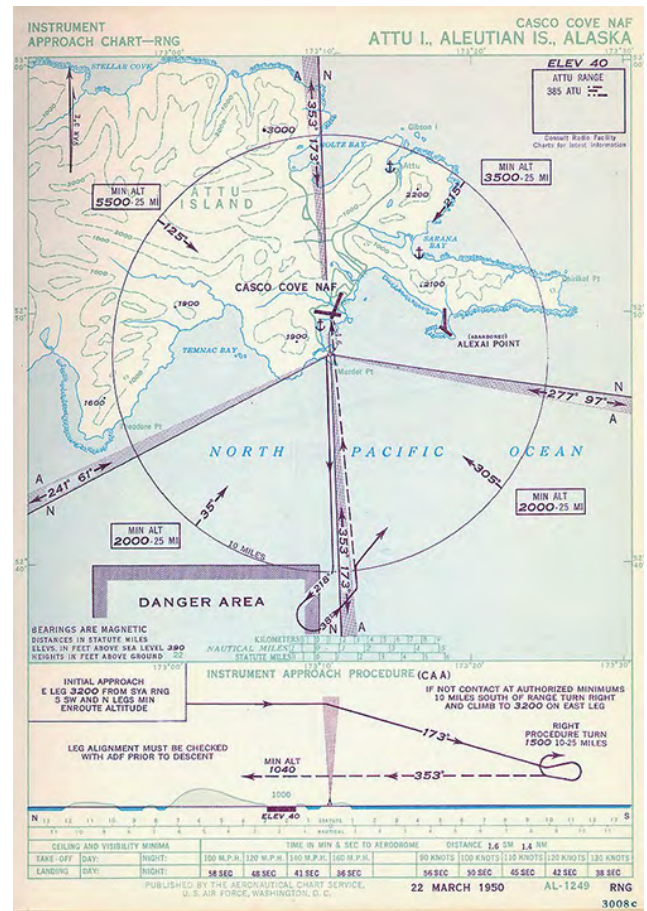
Hey Jack!

Although the PBY VP-45 didn't have such NAVAIDS as these (see above and below), I thought you'd like to see what was later installed in the Aleutians.

Best, Charley Caldwell



Approach Plates for NAF Adak 1949 (top) and NAF Casco Cove 1950 (bottom)



# BACK IN THE DAY

## Tools of The ASW Trade

By: Jack Keane

### Part ONE: The Sonobuoy - An Early History

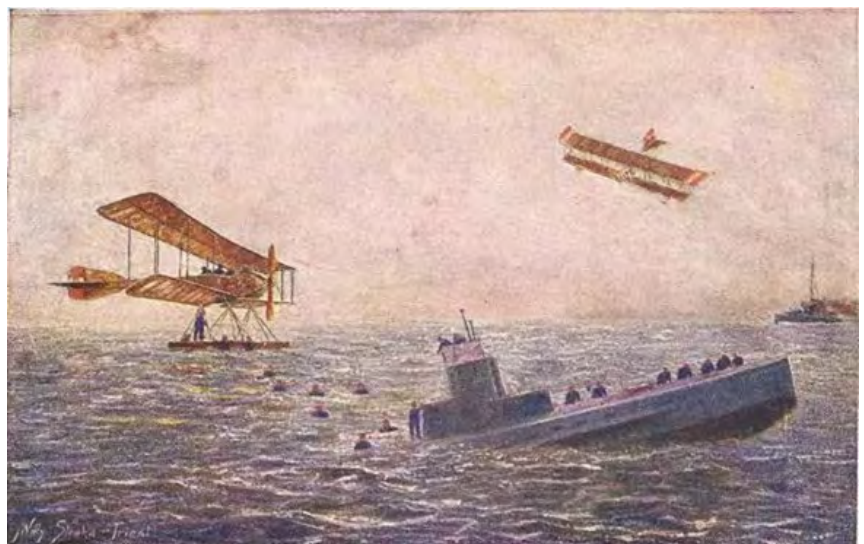
Most of us recall carrying our sonobuoy reference card in our wallets or flight bags. But, how many of us know the early history of the sensor we all took for granted?

| NAVAIR 28-SSQ-500-2 |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Search Store Reference Card |           |   |                       |   |       |        |  |  |  | 4/99 |  |
|---------------------|-------------|-----------|-------------|-----------------|---------------------------|--------------|-----------------|------------------------------|------------|--------|----------|------------|-----------------------------|-----------|---|-----------------------|---|-------|--------|--|--|--|------|--|
| ANVSSQ-38           | 36B         | 53D       | 59E         | 57B             | 62B                       | 62C          | 52D             | 77B                          | 77ACZ      | 8F     | 11D      | 110A       | Sonobuoy/SUS Shelf Life     |           | CAD Data  | NALC                  |   |       |        |  |  |  |      |  |
| Type                | AXBT        | DIFAR     |             | SPL             | DICASS                    |              |                 | VLAD                         | DLC        | EER    | 1EER     | Asset      | MEIR                        | BARE      | SLC   | JAU-22B               | MF64  |       |        |  |  |  |      |  |
| NALC (BWOC)         | 59          | 74        | 78          | 72              | 84                        | 70 / (73)    | 71              | 79                           | 82         | 83     | 76       | 75         | 68                          | 77        | 80/81   | Sonobuoy              | ALL   | 90day | 5 Yr + |  |  |  |      |  |
| Max lbs in SLC(Avg) | 25(19)      |           | 34(27)      |                 | 25(20)                    |              | 44(39)          |                              |            | 34(34) |          | 30(30)     |                             | 41(41)    |   | SUS Mk84              | SAPH  | 60day | ---    |  |  |  |      |  |
| Launch Env          | G-3         |           | G-3         |                 | G-3                       |              | G-2             |                              | G-3        |        | G-3      |            | G-3                         |           | SUS Mk84-1  | MR                    | 1YR+  | ---   |        |  |  |  |      |  |
| Buoyancy            | Case        | Float(SF) |             | Float           | Float                     | Float        | Float           | Float                        | Float      | Float  | Float    | SUS Mk84-1 | SI/SP                       | 10YR+     | ---   | SUS Mk84-1            | SI/SP   | 10YR+ | ---    |  |  |  |      |  |
| Sensor Depth (Ft)   | 1000 / 2600 | 2625      |             | 90 / 400 / 1000 | 90, 200, 400, 1000 CSO 45 | 60(90) / 400 | 50/400/1500     | 50, 150, 300 / 90, 400, 1500 | 500 / 1000 | 500    | 75 / 350 | CLASSIFIED | Explosive SUS               | YT        | 25YR(-100 Deg. F)                                 |                       |   |       |        |  |  |  |      |  |
| Life Settings (H)   | 12 min.     |           | 0.5-1-2-4-8 |                 | 1-3-8                     |              | 1 (50 Ping Sec) |                              |            | 1-4-8  |          | ---        | 4                           | 6         | Misc NSN / NALC Data:                             |                       |   |       |        |  |  |  |      |  |
| RF Output(Watts)    | 0.25        |           | 1           |                 | 1                         |              | 0.25            |                              | 1          |        | 1        |            | ---                         |           | 0.5   |                       | KMU-410B: Kit, Retainer, SLC; NSN: 6845-81-040-5583 |       |        |  |  |  |      |  |
| RF Channels         | 12, 14, 16  | 99        |             | 59              | 96                        | 31           | 31              | 86                           | 99         |        | ---      |            | 31                          |           | 99  |                       | Tape PPP-97D, Typ. II, Cl. B, 1" (for SLC Cap)      |       |        |  |  |  |      |  |
| Decelerator         | HSP         |           | HSP         |                 | HSP                       |              | HSP             |                              |            | HSP    |          | HSP        |                             | HSP       |   | NSN: 7510-00-582-4472 |   |       |        |  |  |  |      |  |
| Manufacturer        | SI/SP       | SI        | HE          | SP              | MX/HE/SP                  | RA/SP/HE     | MX/SP           | MX/SP                        | RA/SP      | SP     | MX/HE/SP | SP         | SP                          | MX(RA)/SP | Spacer Assem.: BW39, Mk 52 Smoke & BW27, Mk04 SUS |                       |   |       |        |  |  |  |      |  |
| Max Lithium (g)     | ---         | 2.25      |             | 0.45            | 0.45                      | 0.45         | ---             | 48                           | 32.2       | 32.2   | ---      | 0.45       | 0.45                        | 3.6       | ---   | 0.45                  | Empty SLC: N/A Empty Grey Overpack: 1W75            |       |        |  |  |  |      |  |
| HAZCLASS/COMPAT     | N/A         | N/A       | N/A         | 2.2             | 2.2                       | 2.2          | 2.2             | 9                            | 9          | 9      | 2.2      | 2.2        | 2.2                         | 9         | 1.1D  | SUS Data              |   |       |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | SUS Mk-Mod:                 |           | 64-0  | 84-0                  | 84-1  | 96-0  |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | NALC:                       |           | SW09  | SW06                  | SW39  | SW03  |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Purpose:                    |           | Comms/SIM Attack                                  |                       | Test  |       |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Size:                       |           | "D", 3"x15"                                       |                       |   |       |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Weight (lbs):               |           | 6.8   | 6.5                   | 5.6   | 6.8   |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Sink Rate(F/S):             |           | 16.8  | 15                    | 14.8  | 16.8  |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Arming Depth:               |           | 1-3 SECS  |                       |   |       |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Op. Depth:                  |           | 60800'  |                       |   |       |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Op. Time(SEC):              |           | 3/43  | 83+/37                |   | ---   |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Freq:                       |           | 88 3kHz/9.5kHz                                    |                       |   |       |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Output(dB):                 |           | 263 160z/450hz                                    |                       |   |       |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Lead Chg:                   |           | 0.2 TET Electronic SUS                            |                       |   |       |        |  |  |  |      |  |
|                     |             |           |             |                 |                           |              |                 |                              |            |        |          |            | Main Chg:                   |           | 1.1 TET 4Code Scale LD                            |                       |   |       |        |  |  |  |      |  |

On 15 September 1916, aviators got their first chance to sink a submarine under combat conditions. Unfortunately, it was the French *Brumaire*-class submarine *Foucault* (Q70) that was sunk. While on patrol in the Adriatic off the Austro-Hungarian naval base of Cattaro (now Kotor) under the command of Lt. L. Devin, *Foucault* was spotted under the surface by two Austro-Hungarian seaplanes. Three bombs caused severe damage to the batteries and electric motors. Leaking and out of trim, *Foucault* subsequently disappeared below the surface. The crew blew all ballast and half an hour later the submarine rose to the surface. Lt. Devin opened the hatch and clambered out, only to be faced by the two flying boats diving to attack. As the submarine die-

Long before the aircraft carrier was introduced to the Fleet, the pioneers of naval aviation recognized the potential of the airplane as a surveillance platform capable of performing ASW and escort duties, as well as attacking surface ships, ahead of the main battle force. Within two years of Eugene Ely's first successful takeoff from a wooden platform on board USS *Birmingham* (CL 2), a series of tests was begun over the Chesapeake Bay on 26 October 1912 to examine the possibility of locating submarines from the air. These tests, completed the following March at Guantanamo Bay, Cuba, determined that, under optimal environmental conditions, submarines could be detected visually at a depth of 30-40 feet from an altitude of 800 feet.

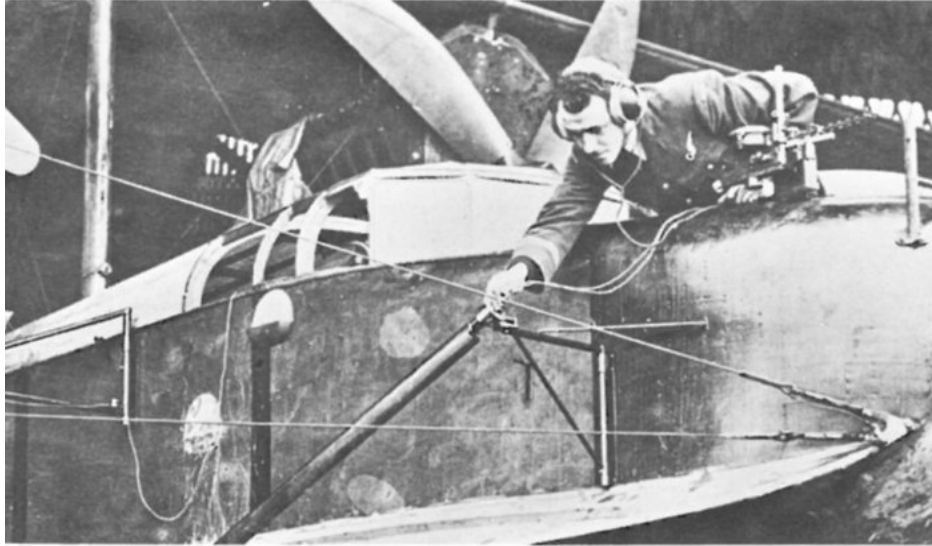
World War I began after the assassination of Archduke Franz Ferdinand and his wife in Sarajevo on 28 June 1914. Late in 1915, the British began flying seaplanes on patrol



French submarine, *Foucault*, sunk by air attack. the first ever!



sels refused to start, the French commander ordered the submarine to be abandoned and scuttled. The flying boats landed and taxied to where the crew of the submarine was floating in the water. The sailors were allowed to cling to the hulls and the floats of the flying boats, until an Austrian torpedo boat arrived to pick them up. Not a single life had been lost.



*Pre-Sonobuoy hydrophone being deployed (note headphones).*

In 1915, after hearing a speech by Tomas Alva Edison proposing that scientists should be involved in war preparations, Secretary of the Navy Josephus Daniels created the Naval Consulting Board of the United States with Edison as chair. On 10 February 1917 the Board established a Special Problems Committee with a Subcommittee on Submarine Detection by Sound. On 11 May 1917 Daniels created a Special Board on Anti-submarine Detection “for the purpose of procuring either through original research, experiment and manufacture, or through development of ideas and devices submitted by inventors-at-large, suitable apparatus for both offensive and defensive operations against submarines”. Franklin Delano Roosevelt was Daniels’s Assistant Secretary. His involvement with the Naval Consulting Board would have implications for scientific contributions to the American war effort 25 years later.

As a result of efforts on both sides of the Atlantic, attempts were made to combine airborne ASW and underwater acoustics by using hydrophones suspended from seaplanes. To be effective, the aircraft had to land on the water, shut down all engines, and lower the hydrophone into the water in hopes of gaining contact on a submerged U-boat. Given the poor reliability of the engines of the day, it’s understandable that pilots were reluctant to employ this system and, as such, the war ended before it could begin widespread operation.

Between the wars, research in underwater acoustics continued with the introduction of commercial fathometers in 1924. In 1931 the U.S. Coast and Geodetic Survey (C&GS), the precursor to the National Oceanographic and Atmospheric Administration (NOAA) began work on a “sono-radio buoy” to replace a ship as a Radio Acoustic Ranging station.

In the United Kingdom, Professor P. M. S. Blackett, head of a special Admiralty committee for anti-submarine measures, first proposed the idea of an expendable sonar system or sonar buoy in May 1941. His idea was for a buoy to be dropped from ships to listen for submarines trailing a convoy. Tests were conducted by Britain that showed the idea was feasible. A “sono-radio buoy” project was undertaken by the National Defense Research Committee (NDRC), established by President Roosevelt on 27 June 1940 and chaired by Dr. Vannevar Bush, director of the Carnegie Institution. The work was contracted to the Radio Corporation of

America (RCA). By December 1941, the RCA unit had been tested at the Underwater Sound Laboratory at Fort Trumbull, New London, CT.

In mid-January 1942, a review of ASW research was held at the Navy Department, during which the so-



*US Blimp K-5 and the USS S-20 participated in the first trails of air-launched sonobuoys.*

nobuoy showed great promise. Action was taken to coordinate research and design on hydrophones both within the Navy Department and industry. The idea of a sonobuoy was revived at the Undersea Laboratory in New London, CT and, on 7 March 1942, the blimp K-5 demonstrated the practicability of "airborne hydrophone devices," when buoys she de-



*AN/CRT-1 Sonobuoy with hydrophone.*

ployed detected the propellers of the submerged USS S-20 (SS-125) at distances up to three miles, with satisfactory reception on board K-5 of five miles. Field trials were continued dropping sonobuoys from a K-ship, then fast-dropping them from an Army Douglas B-18 Bolo.

The first operational sonobuoy was the AN/CRT-1, first ordered in June 1942. Operational use began in August 1942. The sonobuoy had six available radio frequencies, an omnidirectional hydrophone, and six hours duration. In March 1943, production buoys and receivers were being built for both the Army and Navy. The Army, the procuring agency for the device, ordered five thousand, of which the Navy was to receive one thousand.

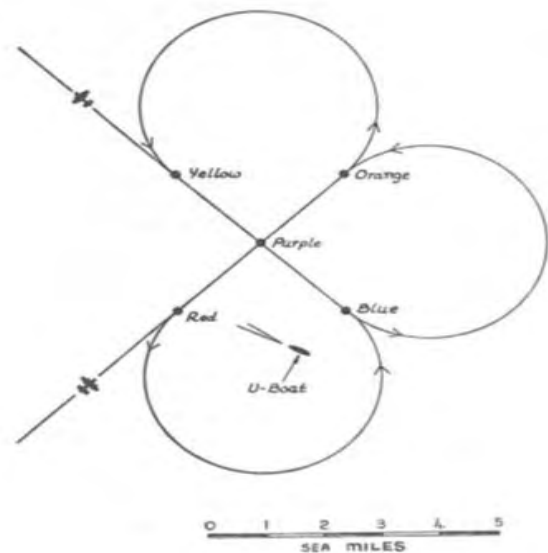
The sonobuoy held immense potential. Before 1943, when a sighted U-boat submerged the aircraft arrived too late for attack. The tactic had been to hold the U-boat down, waiting for it to surface to recharge its batteries. Now, sonobuoy-equipped, the aircraft could track its target. In August 1943 the US Army Air Corps ASW mission was handed over solely to the US Navy, with many of its B-24 Liberators being turned over to the Navy and redesignated PB4Y-1s for the ASW mission. In December



*AN CRT-1A - Disassembled*

1943, sonobuoys were assigned to ASW squadrons, and by 1944, the Navy ordered nearly sixty thousand AN/CRT-1A sonobuoys. These sonobuoys were manufactured with six RF channels corresponding to a color (purple, orange, blue, red, yellow, and green (back-up buoy)) and was received on the AN/ARR-3 receiver, which the operator manually tuned one buoy at a time using a color-coded tuning window to compare the intensity of the return.

Buoys were deployed in patterns which provided a directional capability by comparing the intensity of the return. Listening to each buoy in turn, the operator could identify the buoy nearest to the target by the loudest signal. As the boat transited the zone, an estimate of its course could be made by checking relative sound intensities. Using MAD to fine-tune the target's position, a successful attack could be made by depth charge or, later in the war, by acoustic homing torpedo.



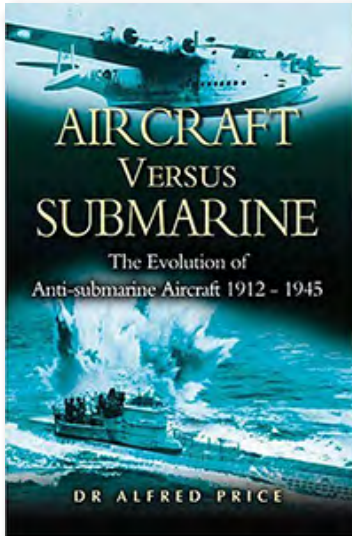
*Early air-dropped sonobuoy deployment pattern.*

In February 1943 the formal design of the AN/CRT-4, a directional sonobuoy, was begun. This sonobuoy had a rotating eleven-degree beam that rotated through 360-degrees every twelve to twenty minutes depending on sea state. Rotation was achieved by a special sea anchor that dropped from the buoy upon water entry and caused wave action to rotate the buoy through its search pattern. Testing was begun in early 1945 and deployment was too late to have any effect on the outcome of World War II.





# MILITARY READING

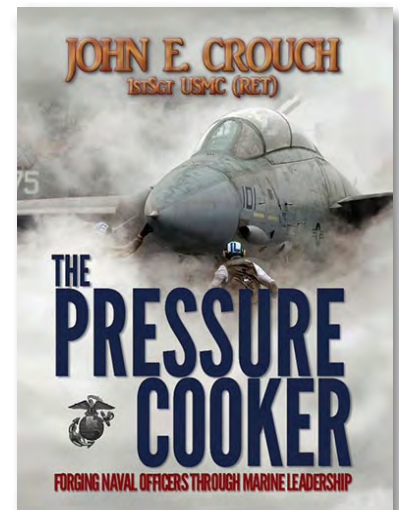


## "Aircraft versus Submarine"

The first aircraft to sink a submarine was a small flying boat of the Austro-Hungarian Naval Air Arm. The year was 1916 and by that time in World War I, the airplane had come to be appreciated as an important antisubmarine weapon by all combatants. With the arrival of World War II the survival of Great Britain was put in doubt by the massive destruction inflicted on the North Atlantic lifeline by German submarines. The development of anti-submarine warfare from the air was a major factor in decreasing the number of casualties to Allied merchant shipping. This book tells the story of the cat-and-mouse tactics employed by aviators and submariners to outwit each other. It also covers the development of electronic warfare and purpose-built weapons and the role they played in the lethal duel fought over World War II waters. This new edition of a book that has become a standard on the subject includes accounts of some of the most dramatic actions during both wars. ([More Info](#))

## "The Pressure Cooker"

From 1947 until 1994, the Navy ran an officer training and commissioning program at Naval Air Station Pensacola, Florida. Outside the main academic building hung a wood sign with gold metal lettering. It read: "Through These Doors Walk The Future Of Naval Aviation." Between the covers of this book, A Marine Corps Drill Instructor presents a collection of stories, memories and recollections provided by now seasoned, U.S. Navy Officers. 240 stories are told with the same raw intensity as experienced decades earlier when the candidates were but young men and women trying to get past their Marine Drill Instructor to earn a commission that awaited them at the finish line. You won't find examples of political correctness, generalizations or pulling punches in this book, or any coddling of the candidates; future naval aviators were prepared here, it was the most intense officer candidate school in the military.....Read More and Order...[Click Here](#)



*"As a graduate of AOCS in the mid-80's, I ordered a hard copy, and downloaded the e-book version as well. I travelled on a couple of long flights recently, and finally started reading the e-book...I was literally weeping on the flight, not from some kind of DI-induced PTSD trauma flashback, but from trying to suppress my laughter, chuckling and uncontrollable giggling. I had to stop reading several times to regain my composure. The passengers, unfortunate enough to be seated next to me, thought I was genuinely unbalanced or crazy. Halfway through the rich and colorful eyewitness accounts and memories of the AOCS experience, of Naval Aviation Officer Candidates trained by the best and toughest USMC Drill Instructors, whose mission was to separate those unsuited or unfit for the rigors of Naval Aviation flight training, I've come to the conclusion that author John Crouch knocked it out of the park--at least for those of us who experienced it." --Amazon Review*

Note: These books are brought to your attention solely because they appear to represent works of particular interest to our members. Any further listings in future newsletters are solely at the discretion of the Association officers.



**Charles Richard Baron Sr. "Charlie,"** 82, of Charleston, SC, passed away on Friday, September 4th, 2015. Charlie was born in Queens, NY July 19th, 1933, the son of Stephen and Mercedes (Posthauer) Baron. He was one of four children. Charlie was a star baseball player at Holy Trinity High School in Brooklyn, NY, where as a freshman he started on the varsity team. He graduated in 1951 and would soon after play in the minor league systems of the Panama Canal Zone Leagues. His knuckleball possessed metaphysical qualities that could not be explained by conventional science. Charlie briefly enrolled at Georgetown University in Washington, DC, in 1951, but withdrew to enlist in the navy during the Korean War. After his discharge in 1954, he returned to Georgetown under the GI Bill and graduated from the School of Foreign Service in 1957. After graduation, Charlie went to work for the overseas division of General Motors. In the early 1960's, Charlie met his match in the form of Dorothy (Dorrie) De Zanger. They were married on Groundhog's Day, 1963, in New York City, and remained so until Dorrie's death in 1982. In 1974, he settled his family down in Downers Grove, IL, and took the position of sales engineer at the Electro-Motive locomotive plant in La Grange, IL. After thirty years of service, Charlie retired from General Motors in 1987. He relocated to Seabrook Island, SC the same year and went to work for Seabrook Island Real Estate. During this time, he met his beloved wife, Kathy, whom he married in 1990. They spent twenty-five wonderful years of marriage together, and she was faithfully by his side when he passed. He is survived by his wife, Kathy, his two sisters, Roberta (Altman) and Joanne (Antonides), his children, Charlie Jr. and Amanda (Sisson), his four grandchildren, and two great-grandchildren.

**Thomas Lee Binns,** 83, died January 8, 2016, at home peacefully, with his family by his side. Tom was born in Athens, OH in 1932, and graduated from Chillicothe High School in 1950. He studied at The Ohio

State University and graduated from Wilmington College with a Bachelor of Science degree in 1960. From the very young age of four, Tom knew that all he ever wanted to do was to fly airplanes. This passion led him to join The United States Navy, where he achieved the rank of Lieutenant, and Patrol Plane Commander, for Tactical Air Control



*Thomas Binns*

Squadron SIX. He was stationed at Whiting Field in Milton, FL, near Pensacola. After being honorably discharged from the Navy, Tom went on to fly Co-Pilot for Trans World Airlines in 1966. He was promoted to Captain on May 11, 1979, a rank he proudly held until his retirement from TWA in 1992. Tom was a kind gentleman who enjoyed being around people. Anyone who encountered Tom almost certainly encountered his sense of humor. He loved a good joke, and those who spent time with him always found themselves laughing with Tom. He was striking, at 6 feet, 6 and 1/2 inches tall. With his stature and personality combined, he filled almost any room with a delightful presence. Tom was an avid, lifelong fan of Ohio State Football and of The Ohio State Marching Band. He was also a great lover of jazz music and World War II military history. He is survived by his wife Kay Shoemaker Binns of Chillicothe, OH; along with his step-sons Max and Morgan Stafford. Tom is also survived by four children he had during his first marriage to Margaret Rader Binns and four grandchildren.

**Commander John Blake Boyd, Jr., USNR (Ret.)** passed away on August 26, 2015 peacefully at his home with his loved ones surrounding him. He was 74 years old. He was born in Monroe, North



Carolina on April 1, 1941 to John Blake Boyd, Sr. and Helen Helms Boyd. John attended East Carolina University in Greenville, North Carolina. Upon graduation in 1965, he joined the Navy as a Flight Student in Pensacola, Florida and earned his wings in Corpus Christi, Texas on April 28, 1967. John married the love of his life, Lucy Almendarez Boyd on April



*John Boyd*

29, 1967. He retired from the USNR and was employed by The Texas Employment Commission (Texas Workforce Commission) for 25 years. He retired from The Texas Employment Commission in 1996 and went to work as a Flight Simulator Instructor for Lockheed Martin, and Fidelity for 17 years until he became ill. John was a member of the Citizens Police Academy for several years. John and Lucy were members of St. Pius X Catholic Church. John is survived by his wife, Lucy A. Boyd of 48 years; brother, Charles E. Boyd and wife Gail of Apex, North Carolina; brothers-in-law, Bob Almendarez and wife Kathy Jo of San Antonio, Texas, John Swoboda and wife Della of San Antonio, Texas, Tony Almendarez and wife Elaine of Goldsboro, North Carolina; several nephews and nieces; and several grand nephews and nieces.

**Dorothy Helen Collins**, 94, passed away Monday November 9, 2015. Dorothy was born on June 26, 1921 in Machias, Maine to Harold A. Collins and Flora Small Collins. Dorothy received an Associate in Arts Degree in Health Sciences and Nutrition from Westbrook College, Maine. Shortly thereafter she married her lifelong friend, and recently commissioned Naval Officer, John D. Collins. Throughout their 30-year career they were stationed at numerous locations including a two-year assignment in Paris, France.



*Dorothy Collins*

While in Paris, Dorothy learned gourmet cooking and had the opportunity to travel extensively covering 17 countries, including the Holy Land. In her role as an Officer's wife, she had the opportunity to interface with a wide variety of people from all walks of life. She was always involved in military and local civic groups such as the Officer's Wives Club, The Women's Club and The Garden Club. She was a beautiful seamstress and enjoyed many other crafts and activities. She was a faithful woman who, often and quietly, helped in aiding the poor. She will be remembered as a lovely and proper lady. Dorothy was

predeceased by her loving husband of 59 1/2 years, John Daniel Collins on May 6, 2005. She is survived by her two daughters Katherine A. Grossenbacher, Rosemary C. Stanley and her husband David, her son Joseph P. Collins and his wife Patricia; seven grandchildren; three great grandchildren; and many other loving family members and friends.

**Marjorie Coonan**, 91, passed away on July 26, 2011. She was born May 24, 1920 in Rumford, RI; her parents were Albert and Catherine Spellman Nelson. Marge attended East Providence High School in RI. and Bryant Straton Business College in Providence, RI. On August 13, 1942, after a long courtship, Marge married John Coonan, a former resident of Warwick, RI and at the time a Naval Aviator who was on a fourteen-day leave of absence from a Naval Patrol Squadron operating in the Aleutian area. Subsequently, she and her husband were blessed by the births of two sons, John and Bob, and a daughter Cathy. Marge fulfilled magnificently the responsibilities of a Navy wife, mother, mother-in-law, grandmother and great-grandmother. Her love and sincerity were contagious. She will be remembered for her caring and thoughtfulness. She truly was a grand lady. May God have her soul carried to heaven.



*Marjorie Coonan*

**CAPT John Joseph Coonan, USN (Ret)**, 96, passed away on April 16, 2015. He was born Nov. 11, 1918 in New York, NY to Daniel and Elizabeth Coonan. John graduated from the University of Rhode Island with a Bachelor's degree in Civil Engineering. In July of 1941 he proudly enlisted in the U.S. Navy and received his Navy Wings in 1942. He married his long-time girlfriend Marjorie Nelson in August of 1942. They had 3 beautiful children during their 69 years of marriage. He served in WWII and retired after 30 years of dedicated service. During his distinguished naval career his command assignments were VP-5, VW-1 and COMFAWING Six. Medals awarded: Legion of Merit, Distinguished Flying Cross, and Air Medal, with 3 Bronze Stars, Navy Commendation Medal, and Navy Unit Commendation Medal. Family members include his children, Kathryn (John) Coonan, Christine (Robert) Coonan and Catherine (Jimmy) Campbell; grandchildren, Michael (Stephanie) Coonan, Kelly (Douglas) MacMillan, Carolyn (David) Pickering, Scott (Dawn) Coonan, Christo-



pher Campbell and Lauren Campbell; and great-grandchildren, Erin and Riley Coonan, Cabell, Pierce and Alastair MacMillan, Emily and Riley Pickering, and Kyle, Madelyn, Lily and Zachary Coonan. He was preceded in death by his beloved wife Marjorie H. Coonan; sons, CAPT John J. Coonan, Jr., USN (Ret) and CAPT Robert P. Coonan, USN (Ret); sister, Grace D. Flynn; and brother, Col Daniel Coonan, Jr., USAF (Ret). John was a devoted and loving father, grandfather and great-grandfather and will be missed deeply.

**Roseanna H Faas**, 89, passed away on July 30, 2015. Rosie was born to Albert and Anna Harbour on January 14, 1926, on her parents' farm near St Ignatius Mission, Montana. Her parents moved to Washington during World War II where Rosie graduated from Olympia, Washington in 1944. Rosie met Navy man Daniel Faas at an USO Christmas Eve dance. They were married on May 1, 1945, and enjoyed 70 years together. As a Navy wife, Rosie enjoyed travel and adventure in places like Jacksonville, Corpus Christi, Virginia Beach,



*Roseanna H Faas*

Panama Canal Zone where their daughter was born, Memphis where their son was born, Hawaii, and Oak Harbor. When Dan retired from the Navy in 1968, Dan became a FAA employee, and they moved to Alaska above the Arctic Circle at Bettles Field, and later to Juneau. When Dan retired from the FAA 1982, they became snowbirds living the summers in Oak Harbor and the winters in places like Miramar and Apache Junction, AZ. After 1997, they moved to Kent, WA where they enjoyed a close family life with their children and grandchildren. She is survived by her husband Dan, daughter Sidney, son Mark, daughter-in-law Kathy, grandson Michael, granddaughter Katelyn, and great grandsons Zachery and Zeal.

**Richard David Fairchild**, 75, a longtime resident of Millbrook, NY, died on Saturday, March 22, 2014 at Vassar Brothers Medical Center. Born in Astoria, NY on November 29, 1938, he was the son of the late Alvin and Dolores Guarini Fairchild. Richard served his country with the US Navy from 1956-1959. He served as a member of the air crew on a P5M Marlin Flying Boat and also an air crewman with the S-58 Helicopter's Anti-Submarine Squadron aboard the USS *Intrepid*. Richard was



*Richard Fairchild*

a New York State Trooper from 1961-1998 and retired as Zone Sergeant from New York State Police in Fishkill, NY. Trooper Fairchild served as both New York State Police treasurer and representative for New York State PBA from 1985-1998. On September 23, 1962 at St. Joseph's Church in Lake Ronkonkoma, NY, Richard married Marietta Lena Russo.

Mrs. Fairchild survives at home in Millbrook. In addition to his wife Marietta, he is survived by his two daughters; a granddaughter; a sister, two brothers, and numerous nieces and nephews.

**Jean Mary Moss Keller** died on 16 July 2007 after a five-year battle with non-Hodgkin's lymphoma. Jean was born on 23 October 1936 in Hamilton, Bermuda, to Charles and Dorothy Moss. She enjoyed a Bermuda childhood and obtained her B.S. in Nursing from Mount St. Vincent University in Halifax, Nova Scotia, Canada. Jean met her husband, Harry Robert Keller, a U.S. Naval Officer stationed in Bermuda and they married on 8 September 1960. They traveled extensively during their marriage to numerous military installations around the world and raised three children. During Harry's second career as Director of Alumni Affairs for the Cornell Hotel School in Ithaca, New York, Jean acted as Ambassador for the Hotel School and enjoyed many more years of travel during her interactions with Cornell alumni. Jean retired with her husband to Tucson and enjoyed an active life at Saddlebrooke with tennis being her passion as both a spectator and player. Jean Mary Moss Keller is survived by husband, Harry; her three children, Jim, Patricia and Bridget; and five grandchildren, Patrick, Christopher, Tristen, Austin and Allison.



*Jean Keller*

**Cheryl Marie Lorenzo** was born May 26, 1949 in Jacksonville, FL. She departed this life on December 23, 2015 at St. Vincent's Community Hospice after a ten-month battle with cancer. After a career in accounting, she attended nursing school in her forties, and worked as a Registered Nurse until the time of her illness. As a lifelong animal lover, she was a long-time volunteer and board member at K & C Pet Rescue. She was a loving and caring wife, mother, grand-



mother and friend. She is survived by her husband of 45 years, Leo Lorenzo; daughter, Staci Lorenzo Suits (Jeff), and grandson, Lennon.

**Robert 'Bob' Moncrieff** 59, died in Jacksonville, FL on December 27, 2015. Bob served in VP-45 from 1982-1987 as a Sensor 2 and Sensor 1. He had further service on board USS *Saratoga* during the Persian Gulf War in 1990-91. He will be missed by his many shipmates.

**Shirley Thomas**, 75 of Wichita, a devout Christian since she was a child passed away on September



Shirley Thomas

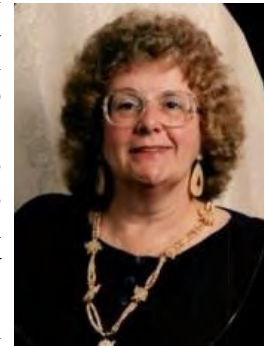
13, 2015 following a long term illness. Shirley was a retired Federal Bankruptcy Deputy Courtroom Clerk working for Judges Wesley Brown and Robert B. Morton whom she admired greatly. Shirley was born in Wichita, KS to Ben and Ona Wigington who preceded her in death. Shirley was a loving mother, grandmother and great-grandmother. She loved fishing, the sun, working

in her yard, gardening, sports of all kinds, spending time with her grandchildren and her activities within the church. Shirley devoted considerable time to church activities including coordinating family funeral dinners and working with the Worship, Benevolence and Mission Committees. Shirley was also very active in multiple Bible Study groups. Shirley is survived by her devoted husband Jay Thomas, daughters Kim Newman and Dawn Befort (Harold) of Wichita. Survivors also include her grandchildren Travis Wall; Jacob and Zachary Befort; Shelby Newman and great-granddaughter Aubrey Wall also of Wichita. Numerous other family members reside in Kansas and Missouri.

**George W. Wilson** passed away on December 21, 2015, age 77. Beloved husband of Mary Ann (nee Dynia). Loving Father of George A., Gregory (Evelyn), Francis and Daria. Devoted PopPop of Nicholas and Christopher. Brother of Thomas H. Also survived by many loving nieces, nephews, cousins and friends.



**Carole Lee Pippin** age 77 passed away after a lengthy illness. She was born June 10th 1938 in Atascadero California and was raised in Oakland California to Oren and Ruth White. She was married in 1964 to David W Pippin in Reno Nevada, and moved to Sasebo Japan where her husband was stationed in the United States Navy. She was a retired school bus driver with the Clay County Schools in Orange Park Florida. Mrs. Pippin is preceded in death by her husband, David Pippin and daughter, Denise Ruby. She is survived by her only son Kevin Pippin, her brother Steve White, five grandchildren and three great-grandchildren.



Carole Pippin

*"Without the brave efforts of all the soldiers, sailors, air-men, and Marines and their families, this nation, along with our allies around the world, would not stand so boldly, shine so brightly and live so freely."*

*Lane Allen Evans*

## THE PATRON FOUR FIVE ASSOCIATION

### New Membership Registration Form

Please print off and complete this form and return it to the address below. The personal information you send will ONLY be used within the Association for inclusion in the Association Roster. Dues are \$10 per year, \$40 for 5 years or \$200 for life...payable to:

**Ron Christopher, Treasurer**  
**Patron Four Five Association**  
 505 Bradford Drive  
 Brandon, MS 39047-8118  
 601-966-4678, Email: rchristopher3@comcast.net

#### ROSTER INFORMATION

Name: First \_\_\_\_\_ MI \_\_\_\_\_ Last \_\_\_\_\_

Date of Birth: \_\_\_\_\_ Spouse's First Name; \_\_\_\_\_

Mailing Address: Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Tel (w/area code) \_(\_\_\_\_\_) \_\_\_\_\_ Email Address \_\_\_\_\_

#### FORMER SQUADRON SERVICE/DUTIES

Squadron during your service (circle one): VP/VPB-205 (PBM) VP-45 (PBY) VP-45 (PBM)

VP-45 (P5M) VP-45(P-3A) VP-45 (P-3C) VP-45 (P-8)

Dates Served: From \_\_\_\_\_ To \_\_\_\_\_; From \_\_\_\_\_ To \_\_\_\_\_

If Aircrew, circle as appropriate: Pilot NFO Aircrew (Position): \_\_\_\_\_

Ground Duties/Division \_\_\_\_\_

How did you find out about the Association \_\_\_\_\_

If you have any "seas stories" or interesting recollections of your time in VP-45, consider sharing those with all the members. The easiest way to get your story or recollection listed and displayed on our website ([www.vp45association.org](http://www.vp45association.org)) is to email it to the Association WebMaster or any Association officer. The email address for the current WebMaster and can be found at the website. If you have a photo that "accompanies" your story, please email it also and we'll include it with your story! Additionally, any other squadron photos, squadron rosters, papers, crew lists, etc. that you would like to share are invited. Welcome Aboard!



# PATRON 45 2016 REUNION RESERVATION FORM

| DATE         | TIME      | EVENT  | COST    | QTY | TOTAL |
|--------------|-----------|--|---------|-----|-------|
|              |           | Reunion Registration Fee (per person ~ non-refundable)   | \$40 pp |     |       |
|              |           | All Hands 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: |         |     |       |
|              |           | 1 Year Membership  | \$10    |     |       |
|              |           | 5 Year Membership  | \$40    |     |       |
|              |           | Lifetime Membership  | \$200   |     |       |
| Thu 10/20    | 1000-1600 | Event A: Magnolia Plantation and Gardens   | \$46 pp |     |       |
| Fri 10/21    | 1000-1700 | Event B: Historic Charleston & Market Square   | \$45 pp |     |       |
| Fri 10/21    | 1500-1630 | Optional Add-On to Event B: Harbor Cruise  | \$15 pp |     |       |
| Sat 10/22    | 0930-1630 | Event D: Patriots Point  | \$48 pp |     |       |
| Sat 10/22    | 1330-1630 | Optional Add-On to Event D: Fort Sumter Tour   | \$15 pp |     |       |
| Sat 10/22    | 1800      | Banquet Dinner – make selection below  |         |     |       |
|              |           | Pecan Crusted Pork Chops with Pumpkin Butter   | \$46 pp |     |       |
|              |           | Onion Crusted Chicken in Dijon Cream   | \$46 pp |     |       |
|              |           | Mushroom Gnocchi with Parmesan and Fresh Herbs   | \$30 pp |     |       |
|              |           | Non-refundable Late Reservation Fee<br>(If registering after September 7, 2016)  | \$15 pp |     |       |
|              |           | Tour Cancellation Insurance: Protect your \$\$<br>(Fee is non-refundable)  | \$15 pp |     |       |
| <b>TOTAL</b> |           |  |         |     |       |

**>>> PLEASE PROVIDE THE FOLLOWING INFORMATION:**

|   |
|---|
| NAME (As you want it to appear on badge): _____                                     |
| SPOUSE: _____ GUEST: _____  |
| ADDRESS: _____ CITY: _____ ST: ___ ZIP: _____                                       |
| PRIMARY PHONE: _____ EMAIL ADDRESS: _____   |
| EMERGENCY CONTACT: _____ PHONE NUMBER: _____  |
| YEARS SERVED: 19___ TO 19___ ANY SPECIAL NEEDS (ex. Wheelchair Lift, Dietary) _____ |

**>>> Mail this completed form with a check payable to: MRP, Box 1588, Colleyville, TX 76034**

**RESERVATIONS ARE DUE BY SEPTEMBER 7, 2016**

Reservation money is non-refundable after due date unless Tour Cancellation insurance is purchased above. There is a \$10 per person refund processing fee. Requests must be made in writing prior to the cut-off date. Insurance holders are eligible for a refund less processing fee until Midnight before the 1st day of the reunion. Insurance ends once the reunion begins – notification in writing must be received prior to start of reunion. Late reservations are accepted on a space available basis with a non-refundable \$15 per person late fee. Watch for an email confirmation of your order and online roster update as your proof of payment. NOTE: Changes are not possible online including cancellations. Please Email/Call MRP for changes/cancellations required.

Call or email MRP if you need to add, cancel or modify your reservation at 817-251-3551 or email [info@MilitaryReunionPlanners.com](mailto:info@MilitaryReunionPlanners.com). MRP agents are available weekdays from 9-4 CST. Voice Mail is 24/7 You must leave a voice message to receive a call back. Thank you for using Military Reunion Planners, LLC

