

2016
SEPTEMBER

THE VP-45 ASSOCIATION'S
Pelican Post
Newsletter

www.vp45association.org



ASW - Tools of the Trade
MAD - Second of the Three Part Mini-Series!

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(Cover Design by Bill Hobgood)

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



From the Editor:

The history article in the last issue covered the early development of the sonobuoys. In this issue, we continue with our second of three articles and explore the development of MAD and its use in WWII. We'll round out our trilogy in March 2017 with the development of the acoustic torpedo. 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 ASSOCIATION OFFICERS

(2014 - 2016)

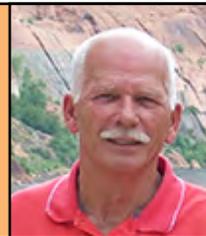


President

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.

Vice President

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.



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 Johns Hopkins. He was a TACCO in VP-45 from 1982-1985.

Treasurer

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.



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.

“I would like to thank the officers of the Association for another year of hard work. You might not know we have quarterly conference calls to discuss Association business and happenings. Not a week goes by that one of us doesn't receive correspondence that needs attention. You are receiving the best newsletter of any organization with receipt of this copy of the September 2016 Pelican Post!”

From the Desk of...

Doug Mitchell

President's Report

Reunion Next Month!!



Guess what folks...it is reunion time! October 19th - 23rd is around the corner and the cut-off date to register for the Charleston Reunion without paying a penalty is September 7th. The Hotel cut-off date to get our rates is September 12th. Our vice president, Joe Bretton and MRP have come up with a fantastic schedule of events, and you do not want to miss the opportunity to visit this historic city. Charleston has so much to offer...it would take a month of daily touring to see it all! For all the Reunion details, click or tap [HERE!](#)

On July 8th - 10th, I was in Charleston for our Granddaughter's National Dance Competition. It was an excellent opportunity for Victoria and me to tour our reunion "headquarters" on that Friday, so we drove to the North

Charleston Crowne Plaza the first day to check it out. Only 15 - 20 minutes to downtown, it is a beautiful hotel and a bit more modern compared to the Crowne Plaza in Jacksonville (minus the city skyline and river view.)



The Hotel offers two types of rooms...the regular room at \$119 with your choice of two queen beds or a king size bed; or the king feature room at \$144 with a king size bed with an additional sitting area. Both rooms come with a coffee pot, microwave and refrigerator for your convenience, as well as the usual free WiFi.

This hotel is so nice, I've included a number of photographs throughout this article.



Doug Mitchell stands in front of the Crowne Plaza during his fact-finding mission to Charleston.

Breakfast is FREE, and Joe Bretton, our VP and Reunion Coordinator will cover the restaurants, shopping and transportation in and around the hotel. Also, don't forget that the Crowne Plaza Shuttle from the Charleston Airport is FREE.

April was a very busy month for us. I attended the Maritime Patrol Association Symposium on April 13th. The day began with a briefing by Commander, Naval Air Force Vice Admiral Mike Shoemaker, who praised the P-3 aircraft and community on its survivability of over 50 years while other aircraft have come and gone from the Navy's inventory.

We were totally amazed and kept in stitches at hearing the stories of AMMFIC Clarence "Bud" Lane who joined the Navy on his 16th birthday, March 30th 1941. On December 7th he was standing by his VP-21 PBV hangar at Ford Island when Japan bombed Pearl Harbor. He later joined VP-44 and went to Midway Island. And LTJG Richard Watson, Jr. who survived Midway Island flying a PBV-5 with VP-44 as a mechanic/gunner. On June 1, 1942 his aircraft was attacked by a Japanese twin engine bomber! Cap-



Two views of the room accommodations at the Crowne Plaza Airport in Charleston SC.

tain (Ret) Tom Spink, Board of Directors of the Moffett Field Historical Society and Museum, provided a video presentation on the Moffett Field Museum and this year's VP-50 Memorial Service gathering. A current VP Operations and Intel briefing by CPRW-11 personnel concluded the presentations.

The MPA Heritage Program's guest speaker that evening was Admiral Harry Harris, Commander, U.S. Pacific Command. Admiral Harris served in VP-44, VP-4 and was CO of VP-46. Following dinner and Admiral Harris' presentation, our very own Pelican RADM Byron "Jake" Tobin was inducted in to the MPA Hall of Honor. Check out his story on page 32. I had the privilege



A great place to socialize with old shipmates and to meet new friends.

of flying flight engineer for RADM Tobin on several occasions over the years, the first time in the summer of 1968 when he was an Instructor Pilot at VP-30. I am proud to announce he will be our guest speaker at the Charleston Reunion!

On April 21st, I attended the World Famous Pelican's Change of Command at NAS Jacksonville. Commander Jason Williamson relieved Commander John



CDR Jason Williamson (left), the new commanding officer of VP- 45, cuts cake with CDR John Weidner, outgoing CO. Weidner will report to Naval Leadership and Ethics Center in Newport, R.I.

receiving the best newsletter of any organization with receipt of this copy of the September 2016 Pelican Post!

If you have any questions about the Association or the Reunion, please do not hesitate to call or email me. And please recruit any one you know who was a Pelican, and get them to join us. Hopefully we will see you soon! Thanks...

Doug "Pooh Bear" Mitchell
poohbearmit@aol.com
 678-650-7500



Weidner as Commanding Officer. Commander Ryan Lilley has joined the squadron as Executive Officer. Unfortunately the Pelicans will be on deployment to the Mediterranean during our reunion.



ADM Harry Harris, was guest speaker at the MPA Heritage Program. He is a P-3 TACCO and currently serves as Commander, US Pacific Command

On April 29th and 30th I attended the Flight Academy presentation in Pensacola. See page 30 for those details. I would like to personally thank all of you who attended and helped to make the presentation an enjoyable "Association" event.

In closing, I would like to thank the officers of the Association for another year of hard work. For those of you who do not know, we have quarterly conference calls to discuss Association business and happenings. Not a week goes by that one of us doesn't receive correspondence that needs attention. And thanks one more time to your Secretary, Jack Keane and your Webmaster, Bill Hobgood. You are



Following the COC ceremony, Doug Mitchell poses in front of a P-8 with the incoming and outgoing COs, the new XO....and a Pelican. Oh, wait...they are all Pelicans.

FROM THE VICE PRESIDENT



All of the arrangements for “Charleston in October” have been finalized, however we are still missing some familiar names on the sign-up sheet...and time is running out fast. We know you’re not dead, because we have spoken to most of you recently, so get off your procrastinating rumps and join us... you know you want to!!!

At the time of this writing there is still time before the September 12th cut-off date, thereafter hotel reservations will be taken on a space available basis only. If you are waiting because you’re not 100% sure you can make it, just remember you may cancel your hotel room up to 24 hours prior to arrival without penalty.

Reservations may be made by calling the Crowne Plaza Charleston direct at 843-744-4422. When calling the hotel, make sure you tell them you are attending the Patron 45 Reunion, booking code PFF. It is always best to make your reservation directly



Our 2016 Reunion Headquarters! The Crowne Plaza.

with the hotel and not a central hotel-chain call center. We have negotiated numerous amenities for you that the call centers may not be aware of. Note: only those

booking under the reunion group code (PFF) are eligible for amenities that include things like free breakfast, parking, internet, etc. Booking through another chan-



The tour of the Yorktown (CVA-10) Museum will likely be the highlight tour at this year’s reunion. Fort Sumter is right up there, too.

nel like reunionhotels.com disqualifies you and your party from group amenities.

For those wishing to get together with old friends for lunch or dinner, you are within walking distance of nearly every cuisine imaginable. From Japanese to Mediterranean, and everything in between, your taste buds are sure to be satisfied. We will have a list of the local restaurants posted in the Hospitality Room for your convenience.

If it’s shopping you desire, the Tanger Outlet Mall is located directly across the street from the hotel, and it houses more than eighty big name retailers. If you’ve been thinking of buying that someone special a diamond from



Kay Jewelers or a new suit from Brooks Brothers, now is the time to save big bucks. The Mall Directory (www.tangeroutlet.com/charleston/directory) has a link that will allow you to print coupons from specific stores for even greater discounts.

The tours we have selected seem to be popular among our members and it doesn't appear any of them will be cancelled due to lack of participation. Please remember that for you to take any "Optional Add-on" tour (i.e., Harbor Sightseeing Cruise and Fort Sumter Cruise & Tour) you must also sign up for the main tour (i.e., Charleston Historic Tour & Market Square and Patriots Point)

If at all possible, our Thursday night "Meet and Greet" social should be the most exciting of any in the past. No need to eat before joining us this year as we will have "Heavy" hors d'oeuvres (which will include sandwiches), beer, wine, soft drinks and plenty of liquor for you to mix your favorite cocktail...and get this, It's all FREE!! Have we lost our minds? Maybe, but our goal is to make sure you have a wonderful time so you will join us for many reunions to come.

The fun begins at 5:30...just be sure to get there early



Beautiful, quaint and historic Charleston

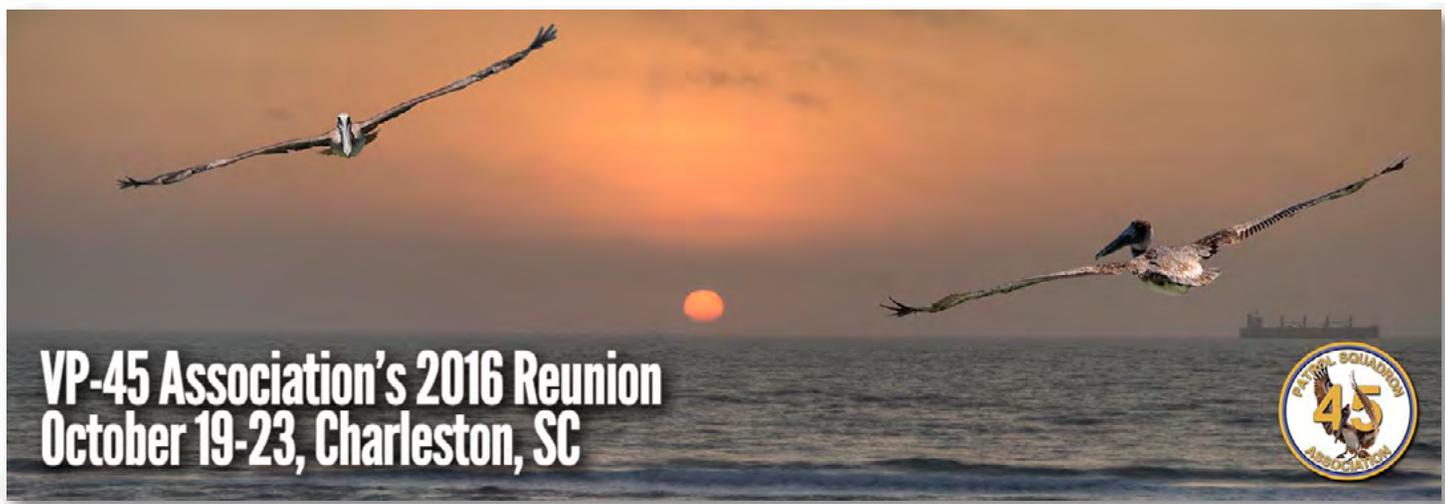
because, as you know, we have some big eaters in this bunch.

SEE YOU IN CHARLESTON!!

By the way, 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...but hurry!!

Joe Bretton, Vice Pres/Reunion Coordinator

601-405-3132 or jbretton@aol.com



NAVY TRIVIA

“Navy Ship Designations”

By: Bill Hobgood

We are all fairly well acquainted with the way the Navy abbreviates, or perhaps designates, aircraft



squadrons. Fixed wing squadrons start with a “V” (for fixed wing) and the second (or more) letters designate the squadron’s specialty, mission or utility. Examples are “P” for Patrol, “F” for Fighter, “A” for Attack and so on. Patrol Squadron FORTY-FIVE, is of course, designated VP-45. Helicopter squadrons use an “H” (for rotary wing) instead of a “V.” Back in the day, there were some strange designations. For example RVAH-9 was an Attack squadron with RA-5



A modern day Nimitz (CVN-68) class nuclear aircraft carrier coming at you!

Vigilante aircraft (see left). RVAH meant Reconnaissance Heavy Attack. RVAH, if you know what the code means, you know the Navy screwed up. The A-5, designed on

the drawing board to drop a single nuclear weapon, was beautiful - but pretty useless as soon as it reached the fleet...relegated to being a photo-recon bird.

But that is not what this article is about...it is about Navy ship designations...which are sort of the same.

The letter designations tell you the basic class or type ship and other letters give details of the ship’s construction, armament or mission. So, here we go (with lots of pictures):

Aircraft Carriers. The basic designation is CV which tells you it is a carrier (C) and it carries (V) fixed wing aircraft. Actually, all



The USS Intrepid (CVS-11) in 1964. A WW-II vintage flattop converted for the ASW mission.

CV’s also carry helicopters so you would think a better designation would be CVH...but, you would be wrong. All our active carriers are CVN’s with the final “N” denoting that the ship is nuclear powered. A few decades ago, we also had CVS carriers. These were older and smaller carriers (some left over from WW-II) whose mission was ASW; thus the “S.” We currently have 10 commissioned carriers; all CVN’s.

Cruisers. The Navy now fields 22 of these capital ships which are, by definition, big but smaller than a battleship (BB). A basic cruiser would be a CC. When nuclear powered an “N” would be included and all current cruisers have surface-

to-air guided missile batteries (launchers) which is denoted by a "G." All active cruisers are Ticond-



WW-II era cruiser USS Pensacola (CA-24), a large ship by today's Cruiser standards, bristles with guns.

eroga-class cruisers, conventionally powered by gas turbine engines. The few CGN's from the 70's have all been decommissioned. By the size standards of WW-II cruisers, today's are smaller and most recent classes were laid down originally as destroyers but then upgraded; to make them sound bigger, I guess. Our cruisers today, if they would qualify to be cruisers at all, would have been rated "CL," or light-cruisers, back in the 1940's and 1950's. Typically, a modern carrier strike group would have one cruiser assigned.

Destroyers. The work horse of the fleet, a basic destroyer would be a DD. There are currently 62 in commission and all are *Arleigh Burke* class DDG's. In the past, destroyers have been also DL (light) and DLG (light-guided missile). Of note, CC's (cruisers) lose one of their C's when they become CG's with the addition of guided missiles; but DD's (destroyers) keep both D's when they get mis-



Today's USS Ticonderoga (CG-47) class guided missile cruiser. Note the single 5" gun forward and aft and that the current class of this cruiser does not have the two GMLS missile launchers but use the VLS instead.



Ticonderoga class cruiser, USS Shiloh (CG-67) underway off the northern coast of Japan



Named for a distinguished WW-II admiral, USS Arleigh Burke is the lead ship in this destroyer class.

siles. Navy logic: There must be a reason but nobody knows what it is.

Frigates. Even smaller combatants, the frigates, are no more in the US Navy. The last two classes FF-1052 (*Knox* class) and the FFG-7 (*Oliver Hazard Perry* class) have all been decommissioned. It has been reported that the next class of ship (just below) is the replacement for the frigate.

Littoral Combat Ship. US Navy's Littoral Combat Ship (LCS) program has been described as being needed to replace the fleet's frigates, mine-sweepers and patrol ships. But the ship's place in the line of battle continues to be debated. Rumor has it that the designator for this class ship will be changed to FF at some point. Even Navy Secretary Ray Mabus wants to change it to a



The only destroyer in today's US Navy, The Arleigh Burke (DDG-51) class.

frigate...even though it is designed to "fight" in shallow water. 24 of these ships are in commission, under construction or under contract.



Despite significant cost overruns, the USS Independence (LCS-2) class littoral combat ship is now in the hands of the Navy and undergoing operational testing.



Two views of the new "littoral combat ship."

Other Ships. There are other commissioned ships, of course; submarines (SSN, SSGN and SSBN), mine-sweepers (MCM), patrol boats (PC), Auxiliaries (AR, AOR and AG) and a whole host of amphibious ships like LHA, LHD, LCC,LPD, LSD. These perhaps for another article at a later date.





ASSOCIATION MEMBER IN THE SPOTLIGHT

John Francis Bollinger

The oldest of three children, John Francis Bollinger was born on 1 October 1924 to Winfield and Helen Drogan Bollinger. His sister Madeline was born in 1929 and brother Winfield, Jr. in 1935. His father was a motorman for the Brooklyn-Manhattan Transit Corporation.



John Bollinger in 2014 at VP-45 Reunion.

John attended Erasmus Hall High School on Flatbush Avenue in Brooklyn. But it didn't take him long to realize that school wasn't for him, so he simply stopped going! It wasn't until the principal sent a registered letter to his father stating that John hadn't been seen in school for some time that his family became aware of what John was up to. After numerous discussions with his principal and parents, John convinced them that he should enlist in the Navy; and he did on 2 October 1941, the day after his seventeenth birthday.



John Bollinger, age 18, in 1942.

That same day, along with 40-50 other recruits, he headed off to Newport, RI for six weeks of boot camp. The coxswain who escorted them told John that if he should do well on his GCT/ARI tests he might get into aviation. Being a "Brooklyn Renegade," boot camp wasn't easy, but he did well enough on his tests to receive orders to NAS Jacksonville where he went to Aviation Metalsmith "A" School in November 1941.



*John and Margaret Bollinger
circa 1942*

While in Jacksonville, John met his wife-to-be, Margaret Mims in 1942. John went to see the chaplain to ask for permission for him and Margaret to marry. The fact that he was a non-rated seaman played against him and the chaplain told him to wait until he was rated and, under no uncertain terms, not to go out in town and get married by a Justice of the Peace against regulations. The couple waited until 15 July 1942 to get paid and, pooling their resources, headed to Macclenny (about 35 miles west of NAS Jacksonville) and got married. The chaplain, not at all happy that his recommendation was ignored, married the couple on 6 August 1942 at St. Paul's Catholic Church in Jacksonville.

After completing "A" School in February 1942 and being designated an aerial gunner, John was assigned to the ATR shop where he worked on overhauling PBY-2 and -4 aircraft. He spent a lot of time flying between NAS Jacksonville and NAS Banana River (what is now Patrick AFB) conducting check flights prior to releasing the aircraft to the fleet.

John and Margaret's first daughter, Margaret Helen (Peggy), was born in September 1943. Now an AM2, John got nine days of leave and brought his new family home to Brooklyn to stay with his parents for the duration of the war. In March 1944 he was promoted to AM1 and, three months later, reassigned to Carrier Aircraft Service Unit Twenty-Three (CASU-23) in Atlantic City, NJ awaiting orders. Originally, he was to be assigned to the USS *Antietam* (CV-36) but those orders were changed to the USS *Guadalcanal* (CVE-60). In the interim, for



John's first "combat" tour was aboard the light carrier USS *Guadalcanal* (CVE-60). Flagship of CTG 22.3



CAPT Dan Gallery, Commander Task Group 22.3, mans conning tower of captured German U-Boat.

a short time, John spent time at NAS Patuxent River, MD learning how to fly TBF and TBM variants of the Avenger on and off CVE-length runways equipped with arresting gear.

Commissioned on 25 September 1943 at Astoria, Oregon, *Guadalcanal* was under the command of Captain Daniel V. Gallery with Composite Squadron Eight (VC-8) embarked. As the flagship of Anti-Submarine Task Group Twenty-Two Point Three (TG-22.3), *Guadalcanal* and her escorts USS *Chatelain* (DE-149), USS *Flaherty* (DE-135), USS *Pillsbury* (DE-133), USS *Jenks* (DE-665) and USS *Pope* (DE-134) were at sea on their third Hunter-Killer patrol into the Atlantic when John finally received his orders. This patrol was different, however.

Prior to their first patrol, Gallery had sur-

prised his skippers with the audacious goal of capturing a U-boat! No enemy warship had been captured by the US Navy since 1815. On 4 June 1944, they did just that. Alerted to the presence of a U-boat in the area by Enigma, Gallery directed *Chatelain* to a patrol area where she detected *U-505* as it was returning to its base after an 80-day patrol in the Gulf of Guinea.

In a coordinated attack with aircraft from the *Guadalcanal*, *Chatelain* launched a depth charge attack which forced *Oberleutnant* Harald Lange, the U-boat's commanding officer, to believe his boat was mortally wounded and he subsequently surfaced. Under a combined attack from surface ships and aircraft, Lange and his crew abandoned ship. Gallery, who had been waiting for just such an opportunity, had trained and equipped boarding parties. One such party under the command of Lt(jg) Albert David from the *Pillsbury*, boarded and secured the *U-505*. Survivors were picked up out of the water and the U-boat taken under tow. After rendezvousing with the USS *Abnaki*, a fleet tug, the



US Navy crewmen fight to keep U-Boat afloat while rigging a tow line.

Task Group arrived in Bermuda on 19 June after a 2,500-mile tow.

The story of the capture of *U-505* would remain Top Secret for over a year. Today, she is a museum exhibit at the Museum of Science and Industry in Chicago, Gallery's hometown.

Immediately upon the *Guadalcanal's* arrival in Norfolk on 10 July 1944, John joined them as ship's company where, in addition to his duties in the ship's metal shop and his GQ Station on the hangar deck as a fire fighter, he flew as a supplemental gunner with the squadron. There were still a few German POWs on board and John met one, Hans Göbler, with whom he became friends. Göbler eventually was sent to a



In 1944, John's duties included flying as the rear gunner in the TBM Avenger; similar to the one pictured.

POW camp in Indiana but retired to Florida after the war. In 1994, he and John attended the 50th anniversary celebration of the capture of *U-505*.

Between 15 July and 1 December 1944, John made three anti-submarine patrols into the Western Atlantic in addition to conducting carrier qualifications for nearly 4,000 pilots. Of Gallery, John says he was the finest commanding officer he'd ever had. The two would attend Sunday Mass together under the guidance of their chaplain, Father Christopher J. Weldon.

On 16 September 1944, Gallery was relieved of command by Captain B.C. McCaffree and, under the eyes of Vice Admiral Patrick N.L. Bellinger, Commander, Atlantic Fleet Air Force (who had been Commander, Patrol Wing Two and Commander, Patrol Wings Pacific at Ford Island, HI on 7 December 1941) awarded John a Letter of Commendation for "Industry, initiative and skill displayed assisting in the repair of a badly damaged torpedo plane." This would not be the last time John and Gallery would cross paths.

On 28 July 1945, John departed the *Guadalcanal* and, was sent to Pier 92 in New York for further transfer. However, he had enough points to leave the service and transferred to the US Naval Reserve in October 1945 and was assigned to NAS New York at



In 1946, off active duty, Bollinger worked for the NYPD. This G-21 Goose was one of the police department's Navy surplus aircraft.

Floyd Bennett Field as a station keeper. In the autumn of 1946 he took the civil service exam and worked for the NY Police Department. After a year of "walking a beat" he was put into the Aviation Bureau at Floyd Bennett Field. At that time the NYPD had several war surplus aircraft that included the Grumman J4F Widgeon and Grumman G-21 Goose. Later, they would acquire their first Bell HSL-1 helicopters. John stayed with the NYPD for nine years before resigning and heading to Eastern Airlines where he flew for six years as a flight engineer in Constellations, DC-6 and -7s, as well as the Electra.

As a reservist, John spent time with VF-833, VP-834, VP-839 and VP-831. In 1950, the Korean War broke out and John was recalled in 1951. He remained at NAS New York as an instructor making Chief Petty Officer in 1952. John notes that during the years after WWII the government neglected the material condition of its aircraft and, because of that, they were only able to muster one squadron at NAS New York.

While at NAS New York, John had an issue with his transfer to another squadron. It seems his commanding officer wouldn't let him go because John



While working for Eastern Airlines in the late 50s and early 60s, John was a flight engineer on Lockheed Constellation (shown) and Electra aircraft.

had become so adept at training future chief petty officers. Not to be outdone, John convinced a pilot



John Bollinger (stooping second from left) with VP-45 Crew 3 in Thule Greenland, July 1967.

to fly him to visit with the Commander, Naval Air Reserve Training Forces at NAS Glenview, IL. There, after a brief conversation with the Flag Secretary, John was welcomed with open arms by Rear Admiral Daniel Gallery, his former CO from his days with *Guadalcanal*. Upon his return to NAS New York, John's orders came through.

In 1962, VP-831 was called to fly during the Cuban Conflict and deployed to NAS Patuxent River. By now, John was getting tired of receiving "Dear John" letters from the Navy trying to entice him to return to active duty. Immediately after the Cuban Conflict, John headed to visit the Bureau in DC. Once they saw his Electra experience they immediately offered him P-3As with either VP-45 or VP-49. VP-45 and VP-49 were both in Bermuda at the time with VP-49 heading to NAS Patuxent River and VP-45 heading to NAS Jacksonville after their transition. John chose VP-45 and reported to the Pelicans on 1 September 1963.

Once with the Pelicans, John headed to Flight Engineer school and then to Indiana where he studied the Allison engines at the Allison Engine Company. Upon his return, he went right into Quality Control. Upon completion of the squadron's transition, John headed to Thule, Greenland where he flew patrols with Jake Tobin and a crew of "Icemen" aerographers tracking iceberg flows on 10-12 hour missions. While with VP-45, John made deployments to Argentina, Adak, Bermuda, Sangley Point, U-Tapao, and

Cam Ranh Bay. He spent a great deal of his flight time as a Flight Test Engineer and NATOPS Instructor and made Senior Chief in 1967. It was also during this stint with the Pelicans that John received the Presidential Unit Citation for his World War II service with TG 22.3.

Between August 1968 and May 1970, John was assigned to the staff of Commander, Fleet Air Jacksonville as a Corrosion Control Inspector. In May 1970, he was back with the Pelicans of VP-45 as an FE and QA Supervisor, deploying to Sigonella, Rota, Lajes, and Keflavik, and making Master Chief in 1972. In 1975, John left the Pelicans for VP-30 where, for the next two years, he flew as an FE and QA Supervisor.

In 1977, he was sent to VP-16 as their Command Master Chief.

While with VP-16, he made deployments to Keflavik and Sigonella. This was John's first of four tours as CMC. His next tour took him to Commander, Patrol Wing Eleven (CPW-11) in 1980 as CMC. In 1983, as CMC with the Woodpeckers of VP-49, he made deployments to Sigonella, Rota and Lajes. Finally, in 1985, John drove across town to NAS Cecil Field, where he rounded out his Navy career as the CMC for the A-7 Fleet Replacement Squadron (FRS), the



Chief Bollinger during a lighter moment with LN-5.

Hell Razors of VA-174. John retired on 1 August 1988 after a career that included four years in World War II, sixteen years in the Reserves, and twenty-five years in the active regular Navy.

In 1968 John found the time to get his Associates Degree from Florida Junior College (remember, John never graduated from High School). After that, he earned his Bachelor's Degree from Southern Illinois University and his Teacher's Degree and Master's in psychology from the University of North Florida. Upon retirement from the Navy, John became an adjunct professor at Embry Riddle University where he taught aircraft maintenance. He retired from Embry Riddle in 2003 and remains a Professor Emeritus to this day.

Together, John and Margaret have four children: Peggy, John, Jr. who was a Trappist monk for 20 years and died at a Trappist Monastery in Conyers, GA in 2013, Melissa, and Beth. They have seven grandchildren and six great-grandchildren, and one great-great-granddaughter with another on the way.

When asked what he's most proud of in his Navy ca-



At the 2014 VP-45 Reunion, John chats with CAPT Hank Gorman; the only VP-45 Association member older than him - by three years.

reer, John always mentions that Letter of Commendation he received in September 1944 from Dan Gallery. But after a few moments of thought, he'll say, "All I ever wanted to do was make good sailors out of good American boys!" And, as he's fond of saying, "The rest is history!"

Editor's Note: On a personal level, interviewing John was a wonderful opportunity for me. You see, I knew John's chaplain from USS *Guadalcanal*, Father Christopher Weldon. But I knew him as Bishop Weldon and all through my childhood I heard about the bishop who captured a U-boat.

What?
Are you kidding me,
Pyle....you haven't signed
up for the freakin' VP-45
Reunion yet??

Git down
and give me 20
for your beloved
squadron!!

Then
get online and
Sign UP!!!

Don't be that guy!
You know you want to.
Just DO IT!!
Do it NOW!!

Click on the green reunion
button below and fill out
the form!



AT THE TOP



The current Commanding Officer of the World Famous “Pelicans” of Patrol Squadron Forty-Five is CDR Jason Williamson, USN.



the squadron's Pilot Training Officer.

Commander Jason J. Williamson, grew up in the relatively small town of Yankton, South Dakota. Yankton is named for the Yankton tribe of Nankota (Sioux) Native Americans and is located along the Missouri river. Jason was commissioned through the Reserve Officers' Training Corps program and graduated from Boston University in May 1998 with a degree in Bio Medical Engineering. After Aviation Preflight indoctrination, he reported to NAS Corpus Christi for primary and advanced flight training and, with the pinning of his gold wings in June 2000, was designated a Naval Aviator.

Selecting the Patrol Community for his warfare specialty, he began initial P-3 training in VP-30 at NAS Jacksonville. Upon completion of RAG training, he reported to VP-40 at NAS Whidbey Island, Washington, arriving in February of 2001. During his tour with the “Fighting Marlins,” he deployed twice to the FIFTH and SEVENTH Fleets' operating areas and supported various naval and joint operations related to Operation ENDURING FREEDOM (Afghanistan and Philippines), as well as Operation IRAQI FREEDOM. In addition to his flight duties, he managed various “desk” jobs finishing this three year tour as

the squadron's Pilot Training Officer. His reputation as a “good stick” and his superior airmanship in VP-40, led to his selection as a Fleet Replacement Instructor Pilot and, in February of 2004, he reported to Patrol Squadron THIRTY, the Navy's only remaining P-3 Fleet Replacement Squadron. During his tour, he served as Fleet Projects Pilot, Fleet NATOPS Evaluator and was the IUT Standardization Officer. After this well deserved “shore tour,” Jason, left the east coast and returned to sea duty in March 2007. He reported to the USS *Ronald Reagan* (CVN 76) which was homeported at NAS North Island for duty as the Operations Administration Officer, where he qualified as Officer of the Deck (OOD) underway. While aboard this aircraft carrier, he deployed twice to the SEVENTH and FIFTH Fleets.

Returning from sea duty and arriving back at NAS Jacksonville in July 2009, he completed refresher training at VP-30 before joining the “Tigers” of VP-8 for his department head tour. While aboard, his duties included Safety NATOPS Officer, Task Group Liaison Officer and Detachment Officer in Charge (while deployed to FIFTH Fleet) and subsequently served as the squadron's Maintenance Officer. In November 2011, Commander Williamson was selected to serve as the Deputy Executive Assistant to the Director, Air Warfare on the staff of the Chief of Naval Operations. Selected for VP command, he reported, in May 2014, to VP-30 for P-8 training and qualification and then joined the “Pelicans” as their new XO. He assumed command of the squadron just this past April. The squadron will deploy under Jason's leadership this coming October.

CDR Williamson believes in the critical importance of every member of the VP-45 “Team.” At the top of every flight schedule you will find this: “It's about the people, not the platform!”

Commander Williamson has been awarded the Meritorious Service Medal, Navy and Marine Corps Commendation Medal (3 awards), Navy and Marine Corps Achievement Medal and various other unit awards.

Whenever his Navy schedule allows, he tries to return to Yankton where he still loves to hunt and fish along the Missouri river. He resides in Jacksonville with his wife, Irma, and their two boys.

NOW HEAR THIS

By: Bill Hobgood with Troy Reed

During the upcoming reunion in October, one of the tours will take us to Patriot's Point. One of the exhibits there is the USS *Yorktown* – now a museum. I encourage you to take this tour. In this article I was going to give a brief history of the *Yorktown*. But then a friend of mine, **AWC Troy Reed, USN (ret)**, who worked for me at PatWing TWO in Hawaii, sent me this “recollection” of his time on *Yorktown* that began fifty years ago. Here it is:

Though in my heart a VP guy, I initially, from 1966 through 1970, flew flight crew on Grumman's S-2E



USS Yorktown in WW-II Battle Dress

aircraft in VS-24. Our Air Group (CAG-56) was attached to the old USS *Randolph* (CVS-15) and, after she was decommissioned in '68, the even older USS *Yorktown* (CVS-10). At the same time, the Navy moved *Yorktown* from the Pacific Fleet to her new Atlantic Fleet homeport in Norfolk, VA. The *Randolph's* nickname had been “Ran-do-can-do” and her crew had taken great pride in their ship. About half of *Randolph's* crew was reassigned to *Yorktown*.



AWC Troy Reed, USN (ret)

This *Yorktown/Randolph* crew mix failed to work well because the *Randolph's* crew resented their ship being scrapped,



USS Randolph (CVS-15), circa 1965

while the *Yorktown's* remaining crewmembers were not happy about their reassignment to the Atlantic Fleet. This discord was serious enough that, after a few months, the *Yorktown's* CO issued an order that the name USS *Randolph*, or the term “Ran-do-can-do”, would never be spoken aboard his ship again. I thought this was a smart decision on his part, because it ended the petty bickering and divisiveness between the two groups. In time, the crew began to work well together as a team..

Over the years I flew almost 200 missions, mostly ASW related, from *Yorktown*. CVS-10, a small WWII era carrier, seemed small and the S-2E was a fairly large aircraft. (see [HERE](#)) Consequently flight operations, especially at night or in high seas, could cause blood pressure spikes in even the bravest soles. In many cases, the only divert air field available was located in the water 100 yards off of the port side. All this joy for \$65 a month flight pay.

On one mission, I remember, our crew was the very first of several aircraft to be launched during a cycle. My pilot (LT Jim Roy, who went on to become a three-star and COMNAVAIRLANT), set the parking brake after our Tracker was placed “in tension” on the starboard catapult, while we waited several minutes for the carrier to turn into the wind. Then we were catapulted into the wild blue. Unfortunately, the guys in the cockpit forgot to release the parking brake prior to launch. Believe me, Grumman's parking-break system worked as advertised and our main-mount tires didn't rotate one iota during our trip down the rails; a fact clearly evidenced by huge flat-spots on each tire. It was also proven that *Yorktown's* catapults will not be deterred by something as puny as a pair of locked main mounts.

Yorktown was decommissioned over a year later and

to that day two dark black streaks were permanently embedded in the gray flight deck. If you visit the ship in Charleston, please inspect the starboard catapult



Yorktown launching F-6F fighters in 1944

area to see if two long skid marks are still there.

Life aboard a WWII aircraft carrier was primitive to say the least. The "Fighting Lady" was commissioned in 1943, two years before I was born. Like all the carriers of that day, she had no refrigerated A/C systems, except in the Admiral's spaces. Our aircrew berthing compartment was located two decks below Hangar Bay #2 and two decks above Boiler Room #3. The only ventilated air flow we had was forced air, ducted in from outside of the ship.

During our North Atlantic cruise, above the Arctic Circle, interior temperatures were not all that bad. But during our South American cruise in 1969, dropping well below the Equator, the air outside the ship was hot enough to bake a cake and pulling it inside for ventilation was more of a cruel joke than anything humane. To make matters worse, the 'Ship Fitters' compartment was one frame aft and they blocked off the forced air ducts, which enabled them to get their share of fresh air and ours too. Just to make matters worse the Machine Shop crew occupied the berthing compartment one frame forward of our aircrew berthing compartment and they blocked off the exhaust air ducts, which helped suck more hot air out of their space and keep our VS-24 Aircrew compartment a miserable place to try to sleep or do anything else.

Of course we bitched about it, but the jerks who were

stealing our air were the same bastards they sent to check on our complaints. Naturally everything was reported "as per system design," so we were left to suffer. After a few restless hours of so called sleep we were forced to strip our 'fart-sack' (a canvas mattress cover which served as our sheet and shaped like a huge pillow case), off our two inch thick mattress and hang it up to dry before our next attempt at rack time. Of course some low-lives would forget to hang their own fart-sack out to dry, then exchange theirs with a shipmate's dry one, leaving their stinking rag hanging in its place.

The interior of an aircraft carrier is illuminated with red lights during "Flight-Ops" and a 24/7 thing at sea in the aircrew berthing compartment. Naturally I still have bad dreams about that hot, stinky, red-lit hell hole we were forced to

live in. In fact, living conditions were so poor these WWII *Essex* class aircraft carriers couldn't even meet the minimum government standards for housing federal prisoners.

In 1969 we made a three month cruise to the North Atlantic, operating above the Arctic Circle and quickly discovered the weather and seas up there aren't compatible with safe flight operations. Consequently we



CVA-10 - Yorktown in 1956 after conversion to an angled deck and hurricane bow.

bobbed around like driftwood for days on end with Flight-Ops secured, while our airplanes took a non-stop salt water bath and aircrews watched movies, attended lectures, twiddled their thumbs and took long

naps. Those rough seas were beyond inconvenient. Twice during a single moonless and stormy night, *Yorktown* faced two disasters which could have easily sent her to Davy Jones' Locker.

Without warning the carrier was broadsided by a huge "Rogue Wave", resulting in much damage and numerous injuries. Tin-can sailors may say that's



USS Yorktown Museum , Patriot's Point, Charleston, SC

no big deal, but for our old WWII aircraft carrier it was devastating! Engineers who designed and built *Essex* Class carriers predicted they would capsize beyond a 22° list, yet somehow the old ship managed to right herself after five consecutive 26° rolls. Two sets of 40' Liberty Launches were stored in Hangar Bay #3, mounted on wheeled dollies. They snapped their tie-down chains and crushed four H-3 Sea King Helicopters (HS-3), breaking three in half and totally destroying all four. Their fuel tanks were ruptured, sloshing large quantities of jet fuel across the hanger deck dumping a flood of JP-4 thru deck hatches and filling lower compartments with several hundred gallons of jet fuel, which penetrated deep into lower decks. It was nothing short of a miracle this fuel didn't ignite. If it had, *Yorktown* would surely have been lost to an uncontrollable fire.

Naturally General Quarters (this is no drill !) was immediately set and the ship's crew quickly closed and 'dogged' every hatch on the ship, including the overhead hatch to our birthing compartment, so we were locked in for the duration of "GQ". As for us aircrew, many of those sleeping in their five-tear-bunks were tossed out and injured by a collision

on the steel deck far below, while items 'adrift' came crashing down on us. Then all lights went out and we found ourselves bleeding in total darkness, not knowing what had happened. Soon we started smelling jet fuel and again, not knowing what was happening was truly terrifying. During those horrifying rolls we could hear things crashing around on the decks above us, followed by the smell of fuel. This near overwhelming odor made some of the guys so sick they were vomiting; a stench which made a really bad situation worse, causing others to join in.

Before long it was a near panic environment. Several of my shipmates wanted to open the hatch and escape, but every sailor understands it's totally forbidden and sure to land offenders in the brig. We were trapped there in that torture chamber for over two hours, until the ship's crew managed to get the situation under control. The next few days weren't a good time to be a

Corpsman or Doctor working in *Yorktown's* Sick Bay, because they worked tirelessly for many long hours stitching, taping and setting broken bones.

I'm glad the *Yorktown* still exists and is preserved at Patriot's Point in Charleston Harbor for everyone to see what the "Fighting Lady" was like back in her full glory.

Troy Reed, AWC USN (Ret)

Note: If interested, here is an online, original, full-color movie of *Yorktown* operating during WW-II: [Click HERE to view!](#)



Yorktown flight deck in Charleston

FROM THE WEBMASTER

By: Bill Hobgood

Return to Bermuda

Well your awesome WebMaster did something pretty special this past April; I returned to Bermuda for the first time since 1974. I was in VP-45 for my first tour in the Navy, at that time, and this was my last major deployment with the squadron. Actually it was not a deployment, it was a shorter period - maybe three or four weeks that we called a “detachment;” and we were there for a highly classified special mission I am still not allowed to talk about.



Just one of the many stunning photos I returned with.

I could tell you about it in personal emails (I think) but not in a newsletter. 😊

Anyway, it has been 42 years since the last time I was in Bermuda and I had forgotten how stunningly beautiful the beaches are there. The sand is in a word: perfect. No seaweed, no shells, no rocks....nothing but pure, beautiful peach colored sand. And the water, of course, is absolutely clear around your feet and it goes from light aqua-marine green to dark green-blue as it gets deeper. Beautiful.

Toured the now closed base and found that, since it has been so long, there was little that

I remember or recognized. Some of you older guys, who stayed longer probably have better memories than I. We traveled to Bermuda, this time, on a cruise ship...though I'd give a lot to return on a P-3.

Perks for Reunion Attendance

Those who have previously attended our reunions know about all the “good deals” to be had. This year



Here they are. Both needed some detail improvements after these photos were taken; so I'm providing only these tiny images.

will be special. In addition to the routine door prizes we will raffle off two beautiful aircraft models, a P-5M and a P-3C...in our squadron colors. \$5.00 per ticket. If you do not win, see me at the reunion and I'll tell you how you can get one.

Additionally, in addition to the free 1.75” (metal) reunion challenge coin each attending member will receive free, the main door prize will be a framed copy of a signed and numbered, limited edition print of “Orion's Game.” There were only 145 printed and you cannot buy one of these anywhere at any price...unless you buy from the first owner.

Remember this is your Newsletter...we do it for you! Please help us by providing your comments, critiques and memories. Questions? Email me: hobgood.bill@gmail.com.



Orion's Game
By Wenman

“Orion's Game,” a print of the original painting by Peter Wenman.

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

Sea Story

A Selection From Our Website “Sea Story” Page

Author: Gordon Murray - VP-45 Plane Captain

“180 Mile Water Taxi - 1958”

“An ASW training flight, VP-45 P-5M (LN-3), departed JAX early in the afternoon and reported on station about 1600 hours. Less than thirty minutes after relieving the onstation aircraft, the starboard engine exploded (number eleven cylinder’s intake valve) and began vibrating, so it was secured and the prop feathered. The crew immediately set up for single engine operation but for some reason we could not maintain level flight; we just kept settling in and finally we had to land in the open sea; then the fun began!

“We had made a smooth landing on top of the waves — after tapping three or four we settled in safe and sound. A complete inspection, checking for damage or hull leaks, revealed nothing to show signs of anything wrong. I even broke out the bilge pump and tested it for proper operation just in case we needed it. Mr. Christensen had ordered a message sent with position and problem prior to landing (so our situation was known by FleetAirWing-11); so we set a course for Jacksonville since it was the closest point

of land.

“We called the plane that we had just relieved. They were heading for JAX and couldn’t return due to low fuel state, but we were OK. A P2V came over and stayed a while, and the SS *Ocean Monarch*, a cruise ship, spent some time with us. The passengers were lining the rails watching us — the ship resumed its cruise about dark. We were doing pretty well; four to five knots in three-to-four foot seas and the port engine just kept turning.

“Shortly after dark, a US Coast Guard cutter joined us. The cutter skipper radioed us and ordered Mr. Christensen to secure the engine and make plans to be towed. Mr. Christensen asked on whose orders that was based. The cutter replied on his orders. Our PPC then asked what the skipper’s rank was and the reply was LTJG. LCDR Christensen told him what his cutter could do and that, as a LCDR and PPC,



VP-45 P-5M LN-3 during its water taxi back to Jacksonville.

the aircraft was under his command and was going to JAX under its own power ...and the cutter could follow but be sure to stay out of our way.



After losing their starboard engine during an anti-submarine patrol 180 miles off the coast of Mayport, the crew of this VP-45 Martin P5M flying boat taxied the aircraft from the open sea to NS Mayport. After refueling, the "Pelicans" crew taxied their aircraft up the St. Johns River to its home base of NAS Jacksonville. The Navy tug Umpqua escorted – but did not tow – the aircraft from NS Mayport. Not surprisingly, this mission took days longer than planned.

Same photograph as previous page except this is a newspaper clipping.

“To keep the P-5M on course, Mr. Christensen had to maintain pressure on the port hydroflap because the rudder wasn’t enough to overcome the port engine’s thrust. During the night he started having cramps in his legs. I don’t think he left the seat that night, so I figured out a way to secure the pedals so he didn’t have to hold such pressure. Later on in the night, we ruptured a hydraulic line in the after station and I fixed it with several lengths of flex hose, bypassing the break, refilled the system and we were on our way again. I made a pot of coffee early in the morning and Mr. Christensen seemed to really enjoy it. He, the radioman, and I were the only ones awake, everyone else was sacked out and the seas had settled to smooth — everything was going OK’

At dawn, making 4 - 5 knots, we started picking up fishing boats and we could see they were surprised to see us. Then the coastline showed up and there were more boats. At about 0830 — 0900 we made it in to the carrier basin at Mayport, where we anchored and were relieved by another VP-45 crew to take the plane up the St. Johns River to NAS JAX . .

. the end of a long, long night!”

Note. The Crew consisted of the PPC, LCDR J. S. Christensen, co-pilot LTJG J. M. Callaway, navigator Ensign K. B. Snow, Gordon Murray AD1, J. J. McMahon AT3, W. E. Shreves AT3, David Johnson AE3, R. K Floyd. The trip took almost 19 hours, according to the published reports. The VP- 45 CO at the time was CDR S. A. Thomas who told the us during the 1990 reunion that that was a very long night for him, too...being isolated from the incident at NS Bermuda and unable to do anything but pray and hope for the best!

The Jacksonville newspapers reported a few other facts: The Coast Guard cutter was CGC *Aurora* from Savannah accompanied by a CG P5M; the passenger liner was *Ocean Monarch*, enroute from New York to Bermuda and reversed course to escort the plane home, but saw it wasn’t necessary and continued on its

way ;
that a Navy Blimp from Glynco, a helicopter and the Navy seagoing tug *Umpqua* also assisted. The reports also stated the speed of the aircraft was about 12 knots, and that course deviations were necessary to avoid thunderstorms in the area.

Jim Bestul discussed these events with Lon Gailey at the 1996 reunion



Lots of sack-time during a long taxi

and they remembered being part of the relief crew that took LN 3 from Mayport to NAS Jacksonville. Here is Jim's narrative: " I had Crew 1, one of three crews in Jacksonville from VP-45 (I believe for mid-shipman orientation flights), one of which was 3 boat (LN-3) and crew. Shortly after 3 boat arrived in the NAAS Mayport area after their 180 mile cruise, we made the transfer. My crew consisted of myself, Jack Archambault, Lon Gailey and several others. As I recall, there was a lot of salt encrusted on the airplane and the fuel tanks were just about empty. We got underway with a long procession consisting of Navy and Coast Guard crash boats, police boats, and many private boats that had gathered due to the news coverage of the event.

"We had 5 bridges to get under on the way to Jacksonville, a couple of them draw bridges. We got to those right at evening rush hour and, with the bridges up for our long slow-moving procession, we did a pretty good job of snarling the homebound traffic. One of the bridges was very narrow and, with Lon out on the port wing tip and another crewmember on the starboard, we inched our way through. Lon and I both remember thinking it might not even be possible, but we made it through with about a foot clearance on each side.



The proper way to travel back to home plate!

"The NAS Jacksonville ramp buoy was always a tough one to make even with both engines running because of the currents there, so it was going to be a real challenge with one engine. (Note: Engines could not be "blipped" to slow down as those in the PBM could because of the electrical/mechanical design, and the sea anchors were extremely difficult to deploy and trip because of the hull/hatch design.) I felt with all the spectators there and empty fuel tanks, I had better make it on the first pass. Well, I didn't! I finally made it on the third pass and, although I was a little embarrassed, LN 3 was back!!!"

SECRETARY'S PODIUM

By: Jack Keane

Get to the reunion!! I can't stress how important it is to keep friendships alive and to make new ones. Charleston is a terrific city and Joe Bretton's done a great job setting up a venue that everyone will love. So, get to the reunion!! VP-45 is a part of our heritage and we need to keep our experiences alive through sea stories and the mailbag section of the Pelican Post.

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. I personally enjoy the correspondence I receive and look forward to e-mails from our members.

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.

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

A Special Report

The New Skipper on the P-8

A Personal Message from the Commanding Officer

by: CDR Jason Williamson

Greetings Members of the VP-45 Association, from the World Famous Pelicans of VP-45. I am very proud to have taken the reins from CDR John Weidner in April and we are pleased to welcome CDR Ryan Lilley as Executive Officer. Ryan and I have served together in VP-30 as LT instructors and also most recently in the Pentagon on the Staff of the Director of Air Warfare (OPNAV N98).

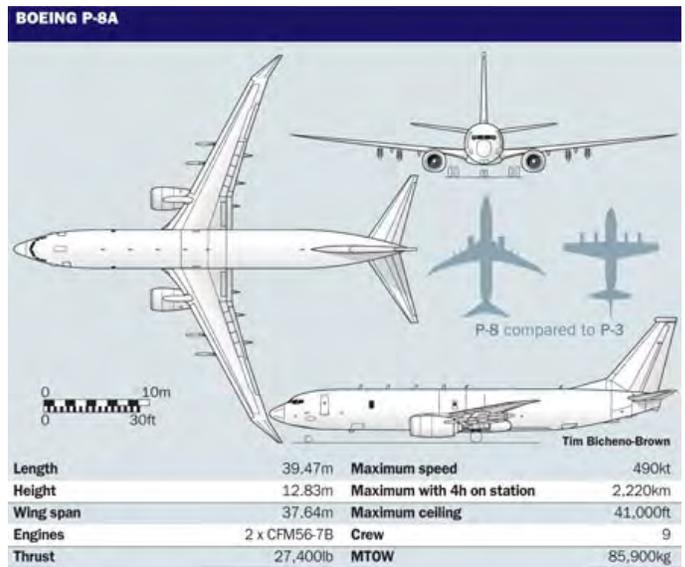


The Pelicans have been busy since the last newsletter and have completed our return to NAS Jacksonville. As you might have been tracking, we have recently been operating out of the former NAS Cecil Field as the runway at NAS Jacksonville was rebuilt.

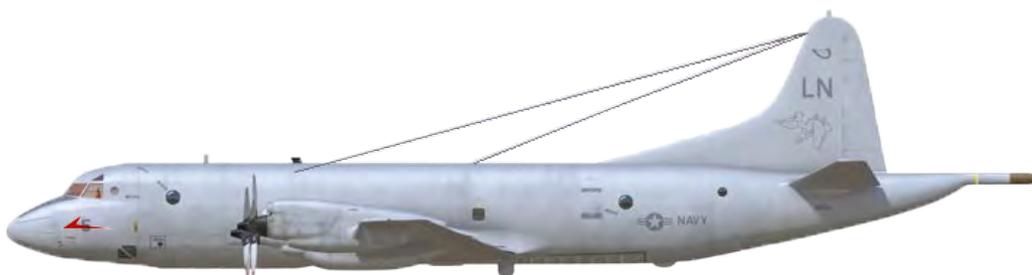
Preparations for our next regularly scheduled deployment are coming to a point as we have reformed our Combat Air Crews (CACs) and are grooming our stable of P-8A Poseidon's and qualifying our maintenance team. This summer we bid farewell to our last junior officer pilots and Naval Flight Officers (NFOs) with P-3 experience. This marked a major milestone in our progression away from the transition to the P-8 and continuing our legacy on station. The Pelican's continue to set the standard in our execution with the P-8 and we continue to operate with the swagger of Pelican Pride!

In talking with some of you recently, the most common question has been "how does it (the P-8) fly compared to the P-3?" I thought I would take a swing at providing you all some of my thoughts now that I have a deployment and about two years of experience in the P-8A under my belt. First a little background refresher that I have summarized from a recent program office update. The P-8A, built by The Boeing Company, is a derivative of the "Next-Generation 737-800" aircraft and features a technologically agile open architecture that enables integration of modern, capable sensors and a robust communications suite. This ensures maximum interoperability in the future battle space across all of the traditional mission sets of the VP community (ASW, ASuW and ISR). On board, all sensors contribute to a single tactical situation display that we can interface with off-board platforms and systems. The program continues to leverage existing commercial 737 systems which have proven to outperform the P-3 in both performance and cost reduction.

I can now transition to the question at hand, how does it fly? – simply



Basic P-8 Specs with profile comparison to P-3



Like the PBM and P-5M before it, the P-3 will never again fly with the Pelican and Red Dart!

put – Amazing! Some perspective that many of you will appreciate; after a 10-hour ASW flight in the P-3, you would shut down the four mighty T56 engines and your ears and body would be bruised and buzzing from the rigid durability that the Orion was designed to provide. With the P-8, the increased reliability of the mission and aircraft systems coupled with the efficiency of the proven 737 airframe results in a dramatic reduction in crew fatigue and mission efficiency. In turn, our gifted Pelicans in maintenance can attest to a reduction in required maintenance after flight. A majority of our systems record fault codes for post mission analysis/trouble shooting and additionally they also include a robust built-in-test (BIT) to refine system health. The latest technologies in automation (auto-pilot and auto-throttles), traffic and terrain avoidance systems and



VP flying formation has always been a rare sight; especially when they are two different aircraft models.

electronic flight displays/mission crew workstations afford our crews an amazing perspective and a dramatic increase in situational awareness. With the common display system, all operators can customize their displays and overlay a vast array of tools to maximize our mission performance.

Another common question comparing the P-3 to the P-8 is with respect to “losing” an engine down low and the performance margin to stabilize the situation. With several three engine landings under my belt in the P-3, I, too, was interested in this aspect of our transition to the P-8. After just one takeoff, I quickly learned that the performance of the two CFM56 engines is impressive. At all gross weights, if we have the performance to takeoff



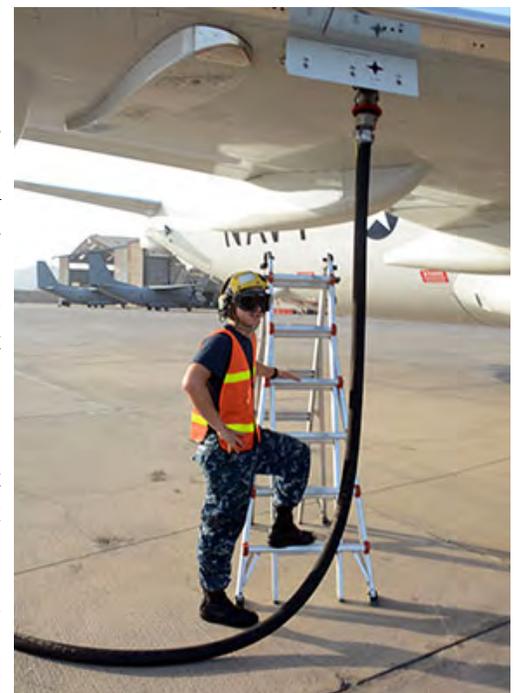
The P-8 has five identical, interchangeable tactical stations; manned by a TACCO, Co-TACCO and three sensor operators.

(the runway is long enough to accelerate to take off speed and we have the performance to transition and climb away with an engine failure at low altitude on station.

The altitude and airspeed profiles that we typically fly when on station are very close to what you remember in the P-3; roughly 20 knots faster at our minimum fuel burn speed and very stable down to our minimum of 200'. The fuel burn profile is very close to the Orion, albeit with only two engines. We average a little above or below 5,500lbs per hour for our missions and the most dramatic fuel savings can be seen on our transit. Full of fuel, the P-8 can climb immediately after takeoff to an altitude above 30,000 feet and fly at speeds we only could reach with a 100 knot tail wind in the P-3. The same 1,000 mile transit can now be accomplished in about a third less time. The 12 hour ASW flights you remember are now able to be accomplished in 9.5 to 10 hours with the same onstation coverage. I was fortunate to take a P-8 across the Atlantic last month and, with less than a full tank of gas, I was in Rota, Spain in just over 7 hours.

We wish we could join you all at the reunion in Charleston later this fall but we will be in full swing on deployment. I have promised the Association Officers that we will be putting together some video and photo clips to share with the group. Best to all the Pelicans!

Skipper Williamson



Just one important member of the entire, very remarkable 2016 VP-45 Pelican team!

Community News

By: Jack Keane

September 2016

Group Commander's Message to Community

With the growing number of actors on today's maritime stage, the increased threat to security cannot be ignored. Think how powerful it would be to have a joint maritime Common Operational Picture (COP) shared by Atlantic and Pacific maritime patrol allies – I'm a firm believer that we could exponentially increase our breadth and depth of ASW capability to more forcefully address global maritime security issues faster and more effectively.



*RDML Kyle Cozad, Commander,
Patrol and Reconnaissance Group and
Patrol and Reconnaissance Group
Pacific*

As I look around today's world – we see patterns of operations and more capable adversaries that lead me to believe we're back in the "good old days" where in many cases, MPRA is the only capability to effectively locate, track and kill adversary submarines.

Both the Australians and the UK have begun the process of acquiring their own fleet of P-8A aircraft, and are taking a hard look at Triton Unmanned Aircraft Systems as well. The US Navy is actively forging new bonds with Australia through a PMA-290 managed P-8A Cooperative Partnership Program, which has proven to be of tremendous benefit to both nations. Australian participation as a cooperative partner means Australia has been fully integrated into the US Navy procurement, logistics support, training, future capability development, and operational fleet introduction activities and processes.

Similarly, the UK announced it has entered into a Foreign Military Sales (FMS) agreement to buy nine P-8A Poseidon Maritime Patrol Aircraft with initial delivery slated for 2019. The current plan is to base the aircraft at RAF Lossiemouth in Scotland. After the cancellation of the Nimrod MRA4 program in 2010, the British

Ministry of Defense recognizes the growing gap in maritime security for their island nation and views P-8A as vital to protect the UK's nuclear deterrent and £6 billion aircraft carriers.

P-8A Tests Aerial Refueling!

JACKSONVILLE, Florida – The P-8A Poseidon has started air-to-air refueling testing and is on course to test its multi-static active coherent (MAC) anti-sub search system and High Altitude ASW (antisubmarine warfare) Weapons Concept Mk. 54 torpedo and high-altitude sensor upgrades.

"We have an aircraft at Edwards Air Force base," U.S. Navy Capt. Tony Rossi, program manager, said last month. "They've been out there a week and a half, doing air-to-air refueling. We've been testing with KC-135s from the Air Force. We've done nine flights so far. The testing had gone very well – we've passed 10,000 gallons of fuel on a flight. The primary focus has been on the flying qualities of the aircraft." The Navy is now using the data to help develop a high-fidelity P-8A air-to-air refueling trainer, he says.

Refueling continued Pg 28

NAS Whidbey Island Receives P-8A Poseidon

June 2016 marked another milestone for the future of MPA, with Patrol and Reconnaissance Wing TEN (CPRW-10) hosting the P-8 Fleet Integration Team



The P-8 will soon join other Naval aircraft homeported at NAS Whidbey Island.

P-8A continued Pg 28

Refueling (from page XX)

The first engineering change proposal (ECP) for the MAC system is in the fleet today, following developmental and operational testing. It was fielded to the fleet in the summer and fall of 2015.

“We are currently flying [the system] for training,”

Part of the testing difficulty, he notes, is simply getting the submarines. The operational tests are scheduled to last about six months. “That’s highly dependent on our ability to get ‘targets,’ the correct type of subs in the correct type of water. Scheduling could be longer, it could be shorter. It depends on subs’ availability. They are highly sought-after assets.”



P-8 Refueling Testing with KC-135

Rossi says. The next evolution for MAC, ECP 2, is currently in developmental testing “It is expected to go into operational testing this summer,” he said.

Thus far testing has gone as expected. “It’s a complicated problem,” he said. “We are improving the operator’s workload through signal processing. You put that much energy into the water and have to sort through thousands of returns that are coming back, everything from fish to rocks to subs. Which one do you care about? We are shedding the load off the operator.”

Regarding the Mk. 54 torpedo, he says, “Portions of high-altitude ASW testing are ongoing right now.” While the weapons are being developed by another program office, the Poseidon community is working on doing the P-8A integration testing. Safe-separation testing is scheduled for the end this summer, he says.

P-8A (from page 27)

(FIT) from VP-30 at NAS Whidbey Island.



Loading crew with a MK-54 torpedo

The P-8 Integration Team accomplished vital steps necessary to successfully set the west coast for transition from P-3 to P-8. Between coordinating with local maintenance teams new to the P-8, communicating with local command and control elements and familiarizing with the local flying environment unique to the Pacific Northwest, the combined efforts of CPRW-10 and the P-8 FIT have painted a picture of things to come, not only for NAS Whidbey Island, but for all of MPA.

This day brought the first P-8 into the newly renovated Hangar 6, which will be the new home of the P-8s stationed here in NAS Whidbey Island.

NAS Jax Again Open for Business!

A P-8A Poseidon landed on the new NAS Jacksonville primary runway June 27, signifying the reopening of Towers Field following a major yearlong construction project that required all fixed-wing aircraft operations to move to Cecil Airport for expeditionary style operations.

Patriotic music was delivered courtesy of Navy Band Southeast. Master of ceremonies NAS Jacksonville Executive Officer CAPT Sean Haley welcomed guests and introduced CDR Dennis Andrews, NAS Jacksonville command chaplain, who delivered the invocation, followed by a blessing of the runway.

“The completion of the runway represents the collective efforts of hundreds of people, who gave the very best of their skills and abilities to see this project accomplished,” said Andrews. NAS Jacksonville Commanding Officer, CAPT Howard Wanamaker, thanked the Jacksonville Aviation Authority and Cecil Airport personnel for their assistance helping to save taxpayers money, with a minimum impact to the community.

Wanamaker remarked about the P-8A Poseidon that was circling overhead of the ceremony “That P-8 is just itching to land, isn’t it?” he joked to the audience. NAS Jacksonville Air Operations Officer CDR Stephen Polk asked Wanamaker for permission to land the circling aircraft on the secondary runway 14-32.

Wanamaker suggested the use of the primary runway 10-28 and the P-8A briefly touched down and then took off again to the delight of the crowd. Wanamaker finished his presentation by declaring, “Towers Field is now open for military aviation!”

India to Buy P-8I Aircraft from Boeing

International Business Times

India awarded this week a major contract to Boeing. The U.S. company inked a contract with India for four more P-8I maritime surveillance aircraft for the country's navy, Defense News reported.

An anonymous defense official told the news outlet that the deliveries are expected to be completed within the next three years. The Indian Navy — which was the first international customer for the P-8I aircraft — is already in possession of eight of the aircraft. The P-8I, in Boeing's words, is an “anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft.” India's eight P-8I are equipped with Harpoon missiles, lightweight torpedoes and rockets.



Here is the Boeing P8I, India's long range military patrol, surveillance and anti-submarine warfare aircraft. A squadron of these hunter killers are based out of INS Rajali (formerly the Arakkonam Naval Air Station) in Tamil Nadu. Purchased to replace the Navy's aging Tupolev Tu-142M surveillance aircraft, each P-8I has an average cost of about US\$220 million.

The earlier contract for eight planes signed in January 2009 was worth \$2.1 billion. The new deal between India and Boeing is just the latest in a recent uptick in military expenditures between the South Asian nation and the United States.

ALUMNI NEWS

National Flight Academy Presentation

by Doug Mitchell

Led by our President, Doug Mitchell, on April 29th 2016, several Pelicans met in Pensacola once again to present the Association's annual donation (for the

the remaining \$700.

After the presentation, Doug Mitchell spoke with one of our Association members James Lytle. James is retired from the FAA, lives in San Antonio, Texas and has a grandson, Josiah Smith, who lives in Oklahoma. Josiah is very interested in aviation. At 17, he has just finished the 11th grade and is the optimum age group to attend the Flight Academy Program! James had heard about the this informative program from PJ Imhof, our Association's past Treasurer. After James and Doug discussed the possibilities, Doug contacted the Flight Academy and discovered that we, the Association, could provide Josiah a full scholarship with our donation. Doug conferenced with the other Association officers and all unanimously approved the full scholarship specifically for him. Grandpa Lytle, Josiah and his family were ecstatic. He attended the Flight Academy in early July and wrote of his experience in an article in this newsletter...see page 33.



Flight Academy donation - Check presentation ceremony.

Left to right front row: Victoria Mitchell; CAPT(Ret'd) Ed Ellis, Doug Mitchell; Ron Christopher; Dolores Christopher. Left to right back row: Emily Rogers; Gary Rogers; Gene Graham; John Gatewood; Ann Porter; Joe Bretton

fourth time) to the National Flight Academy in Pensacola. This year was really special as we sponsored our first "very own" Pelican Student. In the past, our \$1250 donation has gone to the general scholarship fund to be used to assist students with enrollment tuition. Typically, the scholarship fund at the academy provides the first \$500 of the program for a student, and the student's family must make up



**TELL US WHAT YOU
ARE UP TO AND
SEND PICTURES!
(CLICK HERE)**

Another very special relationship with the Flight Academy Program began this summer as one of our long time Association members, Gary Rogers, became a Facilitator and Operations Officer in the Joint Operations Center. Josiah was a student in Gary's class, and he had nothing but praise to share about this fine young man!

The National Flight Academy is a great use of our donations. It provides one of the most exciting and



After the ceremony, Association Members enjoyed lunch at the Museum of Naval Aviation's "Cubi Cafe."

immersive learning experiences in the world...inspiring 7th - 12th grade students to take an interest in science, technology, engineering and mathematics (STEM) in an aviation-themed adventure aboard a simulated land locked aircraft carrier.



Doug Mitchell, our Association president, standing on the far right, is joined by other Association Members and spouses for a final group photo at the museum. Left to right:

Victoria Mitchell; Ron Christopher; Dolores Christopher; PJ Imhof; Gene Graham; Billie Chappel; Gary Rogers; John Gatewood, Mort Eckhouse; Eloise Eckhouse, Lovie Meriweather and Doug

During their six day “deployment,” students eat on mess decks, sleep in staterooms, plan missions and fly them in networked flight simulators that ignite imagination and encourage learning. With hands on training from real U.S. Naval Aviators, students develop skills for building and maintaining an effective team.

As of this year, students from 44 states and seven countries have graduated from this superb program.

For further information about the National Flight Academy Program go to: www.NationalFlightAcademy.com Or you may contact Doug Mitchell at: poohbearmit@aol.com

Mort Eckhouse Retires Again!

by Doug Mitchell

Most of you know that one of the founding members of our Association, CDR Mort Eckhouse, USN (ret) has been doing volunteer work at the Museum of Naval Aviation. Recently he retired from that service. What follows are excerpts of an article appearing in the Museum’s magazine.

A Legacy of Service

by Hill Goodspeed, Museum Historian

As most readers know, the term “plankowner” is bestowed on personnel assigned to a ship or squadron at the time of commissioning. It is a title worn proudly for it links an individual sailor or aviator in a very special way with launching the service of a vessel or unit. While we have nothing in the collection here at the Museum that still flies or sails, over the years we have had our own special group of plankowners walking the exhibit galleries, restoring aircraft components or manning the information desk. They are the founding volunteers, the handful of men and women who in 1989 approached then-Museum Director Captain Bob Rasmussen, USN (Ret), seeking to start a volunteer program. As Captain Rasmussen has stated many times, saying yes to this request was one of the best decisions he ever made.

Recently, the last of these plankowners decided that it was time to hang up his volunteer badge after nearly 27 years of service to the Museum, Commander Mort Eckhouse, USN (Ret), proudly noting that the period spent volunteering at the Museum misses by only a few months the exact amount of time that he served in the U.S. Navy. Serving between 1950 and 1977, Mort spent times as an airship pilot before transitioning to multiengine patrol and transport aircraft, his leather flight jacket that he oftentimes wore while volunteering featuring patches from Airship Squadron ZP-3 and Patrol Squadron 45.

When asked recently about what he appreciates most about his time as a volunteer, Mort reflected for a few moments before answering that it was the opportunity for “continued service.” For him, that service has encompassed more than 17,000 hours. In addition to his restoration work, he served as a tour guide, manned the Hangar Bay One information desk and served on the Volunteer Advisory Board, interfacing with Museum leadership on issues relating to the volunteer program.



Mort in his Museum uniform.

Though he is no longer volunteering at the Museum, Mort will still stay busy. A resident of Azalea Trace, a local retirement community, Mort has a workshop where he repairs clocks for his fellow residents. Once a craftsman, always a craftsman!

RADM Jake Tobin Inducted in MPRF Hall of Honor for 2016

Rear Admiral Byron “Jake” Tobin, USN (Ret), a Cold War Warrior selected for an unprecedented 9 command tours by the Navy, has been formally inducted into the Maritime Patrol and Reconnaissance Force Hall of Honor.



RADM Jake Tobin

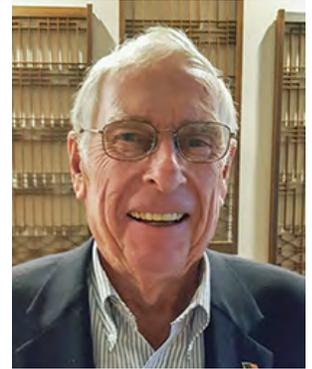
He was born in Newark, New Jersey in 1937 and after graduating from the University of Pennsylvania, attended Aviation Officer Candidate School earning his commission and Naval Aviator wings in November 1962. His initial tour was with VP-45, where he first flew P-5M Marlin flying boats from Bermuda and participated in the transitioning of the squadron to P-3As, deploying to Guantanamo Bay, Cuba prosecuting Soviet submarines.

In 1978, he assumed his first command at VP-49. He drove his crews to understand the “Art of ASW” and his squadron was awarded the coveted Arnold J Isbell Trophy for ASW excellence. While in command of Patrol Wing ELEVEN he developed what came to be known as Task Force Sierra, which saw P-3Cs working highly successful combined ASW operations with US submarines. Over the next 3 years, the Soviet Union conducted several surge operations but Task Force Sierra operations resulted in the withdrawal of these submarines as the Soviets realized they were at extreme risk due to the successful prosecution by both P-3Cs and US submarines.

As a flag officer, RADM Tobin served as the Commander of the newly established Mine Warfare Command, while also commanding Naval Base Charleston, SC. He returned to his beloved MPRA community in 1989, serving as Commander Patrol Wings, U. S. Atlantic Fleet. During this tour he sur-

passed 6,000 flight hours and directed the community’s support of the build-up for Operation Desert Storm.

Continuing the Navy’s recognition of his leadership ability, RADM Tobin subsequently commanded Naval Base Norfolk, and finally, U. S. Naval Forces in Japan. Upon retiring from the Navy after 36 years, RADM Tobin and his wife, Sally, continued to serve together as they supported numerous charities in the Norfolk area and he was appointed President of the Hampton Roads Naval Historical Foundation.



Jake Tobin today

Bollinger Celebrates 74 Years of Marriage!

On Saturday, 16 July 2016, John and Margaret Bollinger celebrated their 74th wedding anniversary!

The attached photo was taken by Doug “Pooh Bear” Mitchell during a recent visit with the Bollingers. John is also this month’s “Member in The Spotlight.” See page 12.



John and Margaret Bollinger

Keane In The News Again!

Jack Keane, our Association Secretary, was recently elected as the First Vice President of the Maryland



Jack Keane

Virginia Military Institute Alumni Chapter. Additionally, on 1 July, Jack was appointed to the Southern Maryland Higher Education Center Board of Governors by Maryland Governor Larry Hogan, Jr. Jack took his oath of office in LaPlata, MD on 18 August.

HOT OFF THE PRESS

The National Flight Academy “The Experience of a Lifetime”

By Josiah “Smiles” Smith



“Smiles” Smith

My adventure began with a call from my Grandfather, Jim Lytle, letting me know of an opportunity that I would never forget. He said that his squadron Association, the VP-45 Pelicans, sponsor a child every year to attend the National Flight Academy or to the CVT-11 Ambition.

The Academy is where boys and girls from seventh to twelfth grade learn what life is like for a Naval Aviator in a role playing atmosphere.

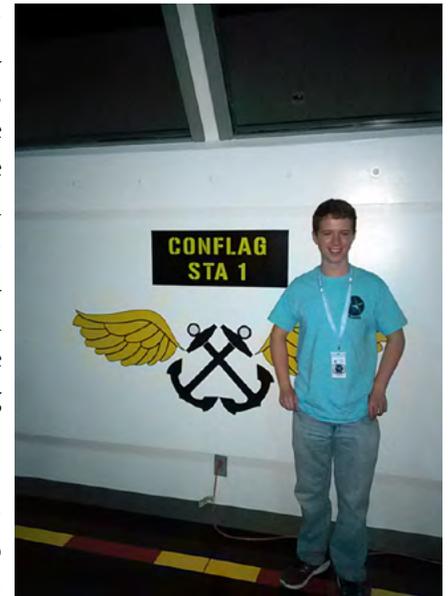
As I arrived with my family, I was given a name badge with an electronic key card for my state room. I brought my luggage to my stateroom where I received my bedding and my towels. After making my



Josiah wearing his new “Ambition” ball cap.

bed and meeting some of my roommates, we went to the mess deck for further introduction. During this time, our Captain Chip Yarbrough, went over the rules and expectations. We said goodbye to our parents and family.

I continued to enjoy meeting more of my new squadron mates. My squadron, the Argonauts, proceeded to the “JIC”, or the Joint Intelligence Center. Here, we were introduced to what we would be doing in there throughout the week. In the JIC, we learned the key elements of what we needed to conduct our missions. For example, what a nautical mile was, how to prepare our missions, we then planned an introductory mission so we could feel familiar with techniques we would be learning during the week.



Manning “Ambition’s” ConFlag Station 1, “Smiles” Smith, like any good sailor, is ready to fight fires should they occur.

Next, my squadron proceeded to the ready room where we were briefed on our mission we were about to fly. Another squadron was sitting on the opposite side of the ready room who were going to help us with our mission in another room called the JOC or Joint Operations Center. During our time in the ready room, we were instructed in how to communicate over the comms.

Before we flew in simulators, we were partnered up with another squadron mate. During most of our missions, I was the co-pilot. I assisted the pilot with the directions, our mission instructions, and I communicated with the JOC. After flying, we went back to the ready room where we were briefed on the other squadron’s mission. In the JOC, we gave our assigned planes permission to take off or land and to help them on their mission. We would continue this

schedule until dinner.

The meals were delicious and I enjoyed getting to



"Smiles" is somewhere in this Flight Academy class picture.

know my squad mates better, many came from all over the United States. We continued doing our mission rotations until ten o'clock when it was time for bed. We would hear a recording of Taps over the intercom each night.

During several mornings of our week, we would walk to the Naval Aviation Museum located next door, which was amazing. I had the opportunity to visit there before when I was really young. We met a nice older lady at one of the exhibits who told us stories about her childhood during World War II. I was amazed at the history this nice lady had been through. It made me feel proud to be apart of what I was in,



The Author peers up at the huge P-5M Marlin at the Naval Aviation Museum in Pensacola.

where I could learn from the past, but experience the future, so I myself could tell stories one day.

During the week, we continued our missions, for example, conducting an Air Show since we were there for Fourth of July. We went on more intense missions too, like search and rescue

missions for a pilot who crashed while fighting forest fires at the same time. One of the cool things about the missions were the scenarios which would come up without planning for them, which is like real life.

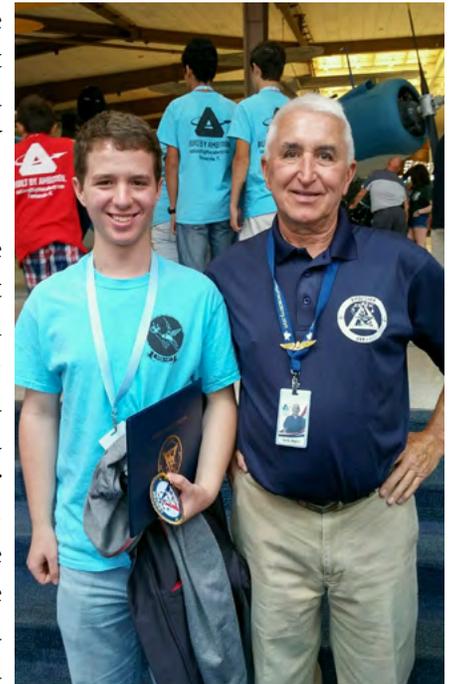
Though flying missions took up most of our day, we were taught STEM. STEM stands for Science, Technology, Engineering, and Math. As pilots we had to learn the basics of flying, like Bernoulli's Principle which is how an airplane gets its lift, what a heading was, how much fuel we would consume on our missions, how to operate our planes, and so much more. The activities we did helped me understand what part STEM played in my everyday life.

Going to the National Flight Academy was real in almost everything it did. You lived the life of a Naval Aviator for a week. It is something that once you experience it sticks with you forever. I would like to thank the

VP-45 Association for this gift of going to the National Flight Academy. I hope to use the experience I gained there to help other people in some way. I would also like to thank you for serving our country. For laying down your lives so we might live. Jesus says there is no love greater than that and I believe it. Thank you.

Sincerely, Josiah "Smiles" Smith

P.S. Thank you again, there is no way to thank you enough for giving me this opportunity to learn and make friends. Thank everyone in the VP-45 Association.



"Smiles" poses with "Bucco." Gary "Bucco" Rogers was a pilot in VP-45 during the 70's and is now a member of the Flight Academy's instructional staff.



SQUADRON NEWS

'Pelicans' Participate in Red Flag Exercise

By: VP-45 Public Affairs Officer

Members of Patrol Squadron 45 participated in Red Flag 16-1 at Nellis Air Force Base (AFB), Nev., Jan. 25 through Feb. 12, with the Navy's newest maritime patrol aircraft, the P-8A Poseidon.

As part of the squadron's Fleet Response Training Plan home cycle, Red Flag is an exercise that has been held periodically at Nellis AFB since 1975. The exercise provides pilots, aircrews and support personnel from the U.S. and allied countries the opportunity to practice their skills in a simulated combat environment.

"These scenarios largely involved the P-8 performing advanced intelligence, surveillance and reconnaissance (ISR) missions and preparing the battlespace with timely and accurate information on threats to multiple platforms," said LCDR Annie Gilson, a naval flight officer with VP-45.

"These platforms were able to use this information to neutralize targets more efficiently and effectively in a

highly dynamic environment."

Those in attendance of this year's Red Flag exercise were members from the U.S. Air Force, U.S. Navy, Royal Australian Air Force and United Kingdom Royal Air Force.



Aircraft of many types from numerous countries participate in Red Flag. Bet this is one you've never seen before!

"Working with the foreign militaries provided a better understanding of what they do," said AWO2 Irma Sanchez, acoustic operator with VP-45. "Getting an opportunity to work with these militaries was a real eye opener into the bigger picture."

"As a squadron, I feel that we did really well," said Sanchez. "For our first Red Flag exercise as a P-8 squadron, I felt that we exceeded the standards that were set for us."

"Red Flag does a great job of detecting and resolving squadron and aircraft deficiencies and how we can improve," said AWO2 Jason Foor, "It really showed us what level we are operating at and where we can be in the future."

VP-45 Gets New CO!

The VP-45 "Pelicans" held a change of command ceremony April 21 in Hangar 117 on board Naval



A P-8A Poseidon assigned to the "Pelicans" of VP-45 is parked on the flight line at Nellis Air Force Base prior to participating in Red Flag 16-1.

Air Station (NAS) Jacksonville where CDR Jason Williamson relieved CDR John Weidner Jr. as commanding officer and CDR Ryan Lilley assumed the duties of XO.



CDR Jason Williamson (right) greets CDR John Weidner, after relieving him as commanding officer of Patrol Squadron (VP) 45 during the change of command ceremony April 21 at NAS Jacksonville.

Retired CAPT Daniel Schebler served as the guest speaker for the event and CAPT Anthony Corapi, Commander, Patrol and Reconnaissance Wing 11 (CPRW-11), presented the awards.

CDR Jason Williamson, who was commissioned through the Navy Reserve Officers Training Corps



All Smiles!! Nothing to be sad about on a great day in two careers.

program, graduated from Boston University in May 1998 with a degree in Bio-Medical Engineering. See the rest of his biography in the “At The Top” section of this edition on page 17.

CDR Weidner, the outgoing CO, will next report to the Naval Leadership and Ethics Center in Newport, R.I. in June as a command leadership school instructor.

CDR Ryan Lilley, the new incoming XO, is a Naval Flight Officer and a Pennsylvania native who graduated from the U.S. Naval Academy with a bachelor’s degree in computer science. He reported to VP-26 for his first operational tour. Later he served on the USS *Nimitz*, VP-46, VP-30 and in the Pentagon. His full bio will be included in the September 2017 Pelican Post.

Female Pilots Teach Youths about Training at Local Library

In 1933, Amelia Earhart took First Lady Eleanor Roosevelt on a flying lesson. This story was told to local youths in Jacksonville at the Brown Eastside Library during the “Fly Like a Girl” event March 16, as a part of Women’s History Month.

Two female pilots from NAS Jacksonville-based squadrons, LT Lindsay Asdal, VP-30, and LT Lara Bzik, VP-45, spoke about their experiences.

“Out of around 100 officers in my squadron, there are only nine women,” Asdal said.

During the reading of the book, “Amelia and Eleanor Go for a Ride” by Pam Munoz Ryan, questions about flying popped up, in regards to flying at night. “Is it scary?” “How big are stars?” were some of the questions the pilots were peppered with by the participants. “I think flying at night is very fun,” said Asdal. “You can see planets and the stars are very small.” “Did you fly a plane here?” one youth asked the pilots. The pilots had to tell the youth, unfortunately no, they did not fly to the library.

Following the reading, the participants folded paper airplanes, while being instructed by the pilots.

A flying competition followed, with alterations being done on the planes. The pilots told the youths about training they received as well as college opportunities and other benefits the Navy provides. The pilots



LT Lara Bzik, VP-45, assists a local youth in folding a paper airplane during the "Fly Like a Girl" program at the Brown Eastside Library in Jacksonville March 16.

listed some of the countries they had been to.

VP-45's Bzik attended the U.S. Naval Academy in Annapolis, Md., and said that she hadn't decided to be a pilot until she was halfway through her training.

The kids then had an opportunity to don a flight suit, gloves, and helmet, giving them a glimpse of what kind of gear the pilots use.

The event ended with the youths taking photos with the pilots, many of them proudly speaking about showing the photos to family members.

VP-45 Participates in SIFOREX 16

The squadron participated in Silent Forces Exercise (SIFOREX) 2016 in Lima, Peru, May 30-June 9, 2016.

SIFOREX began in 2001 and is a biennial naval exercise hosted by the Peruvian Navy that focuses on anti-submarine warfare proficiency. The exercise provides an opportunity for U.S. cruisers, destroyers, and frigates to train in detecting and engaging undersea targets.

"SIFOREX allows one of the few opportunities for U.S. Navy and Peruvian assets to partake in undersea warfare training, further sharpening the relationship between the two nations," said LCDR Joe Snyder, Safety/NATOPS Officer for VP-45. "VP-45's mission

was to provide the fixed-wing anti-submarine warfare platform in support of the exercise."

During the exercise, VP-45 relied heavily on teamwork to accomplish the mission. "Operating from an international airfield that required sequencing for departures was the most significant challenge we experienced during detachment operations," said Snyder. "Overall, our team of aircrew and maintenance professionals conducted a thorough deliberate [operational risk management] assessment leading up to the detachment and identified numerous risks that were then mitigated through planning."

Those who participated in the exercise said working with the Peruvians taught them how to overcome challenges. "From the aircrew perspective, we learned that diesel submarines are very discreet targets," said Snyder. "The missions provided a real-world challenge for our operators." VP-45 showed that aircrew and maintenance can successfully come together to plan and execute the task at hand," said LT Zachary Sipe, tactical coordinator for VP-45.

Overall, the leadership from VP-45 felt SIFOREX was a successful exercise. "VP-45's maintenance,



Chief Naval Aircrewman (Operator) Adam Spann (back left), an electronic warfare operator in VP-45 and Naval Aircrewman (Operator) 1st Class Jason Lankhorst (back right), acoustic warfare operator for VP-45, explain the characteristics of a sonobuoy to members of the Peruvian Navy during a static display of VP-45's P-8A Poseidon aircraft. Members from VP-45 participated in Silent Forces Exercise (SIFOREX) 2016 in Lima, Peru, May 30-June 9

logistics and aircrew personnel ensured our aircraft was ready to conduct anti-submarine warfare against a Peruvian Type-209 diesel submarines," said Snyder.

TREASURER'S LEDGER

By: Ron Christopher

You will note on the Second Quarter 2016 Financial Statement our Expenses exceeded our Income by \$385. The largest expense was the Contribution of \$1250 to the National Flight Academy, which was voted on and approved at the 2014 Reunion Business Meeting. Had it not been for the cash donations totaling \$1310, the difference would have been \$1695. Thank you, to those members making generous cash contributions to our Association. Please remember the PATRON FOUR FIVE ASSN is a Non-profit, as established by the IRS Code 501 (a). Any person making a contribution to the Association will receive a letter from the Association indicating the amount you can credit to your Annual Federal Tax Obligation.

Annual dues were due and payable on December 31, 2015 for those members with dues expiring in 2015. Diligent work was put in by the President, V President and the Treasurer to contact each member that had not paid their dues by May 1. We emailed and called every member we could reach. Most of those members paid their dues, two or three of the members were not able to be contacted. Another twelve members did not follow through with their verbal commitment to make payment. Those members know they were contacted and have probably forgotten to make the payment. Please send your payment to the Treasurer as soon as possible to negate being dropped from the Association.

On the brighter side, we added five NEW Members to the Association this Quarter. That is a total of ten new members for this calendar year. "Well Done" to those who helped in recruiting these members.

The Reunion in Charleston is right around the corner. Try to attend, reestablish old acquaintances with Shipmates from your tour in VP-45, and enjoy the week with old friends.

If anyone has a question for the Treasurer, please call me at (601) 966-4678 or email me at my email addresss below. I will be happy to serve you. In closing, allow me to Thank You for the opportunity to serve you and the Association.

Ron Christopher

rchristopher3@comcast.net /601-966-4678.

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT		
All Funds	1 Apr 2016	\$26,552.00
Income:		
Dues	\$1,148.00	
Donations	1,310.00	
Misc/Sales	10.00	
Total Income		\$2,468.00
Expenses:		
Printing/Postage	\$751.00	
NFA Donation	1,250.00	
Website Fees	0.00	
Office Supplies	0.00	
Resale Merchandise	428.00	
Challenge Coins	424.00	
Misc. Fees/Exp	0.00	
Total Expenses		\$2,853.00
Net Income		-\$385.00
Misc: Rounding Error		-\$104.00
Capital Assets		
Checking Acct	31 Dec 2015	\$26,063.00
Total Cash Assets		<u>\$26,063.00</u>

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 and Bill!

Terrific PP! Far be it from me to have anything but praise! Thanks for the coverage on Dave, so well deserved. Bill, you made it sound so easy, as did you, Jack. HAH!! to you both. It is great to read that our membership has increased. Terrific slate of officers and the PP just might have something to do with that. Y'think?

My warmest regards, Mort Eckhouse

Hey Jack!

Another home run!!! Great job.

Best, Wally (Massenburg), VADM, USN (ret)

Hey Jack!

Ahoy there, shipmate – wanted to tell you how impressed I am with the quality of the Pelican Post.



Cover of last Newsletter. Click the Brown Pelican image above to read this issue.

Very nicely done!!

I've also blocked the reunion on the calendar; there's a family event in the fall that we're trying to coordinate, but at the moment, there are no blockers that would keep me from attending. Nice choice of hotel also, BTW; just across the street in the Tanger Outlet center are ChargePoint network J1772 char-



gers where I can recharge the Enterprise's dilithium crystals.
[Hector yell], Beaker

Hey Jack!

Really, really great job with the new Pelican Post!!! Thanks to all involved!!

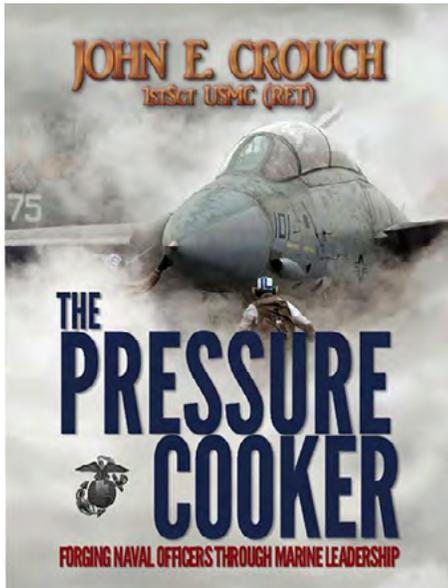
Paul Nadeau

Hey Jack!

Thanks to all you guys for another great Newsletter. There is a tremendous variety of content, with a common theme...and it looks good. I especially enjoyed the Navy Terms, and the story connecting the Shooting Star Saloon with VP-45.

I punched out a lot of sonobuoys when I was in VP-45, but I confess I never had the intellectual curiosity to delve into the history and development of this "tool of the trade." Nice work!

The review of "The Pressure Cooker" caused me to find online the 1973 version of the Pressure Point



"The Pressure Cooker" is the book referred to in Warren Tisdal's Hey Jack letter.

r/ Warren Tisdale

Hey Jack!

Beautiful publication, both Newsletter (and all the articles contained) and Roster are beautiful. I feel so fortunate to be a part of our professional group of active and retired "first" responders.

Wonderful tribute to Dave Johnson, what a pleasure to have served with him. Please communicate to others responsible for the tremendous tasks they perform.

I still chuckle when I rethink the "Navy Trivia" section, both past and present issues. I also look forward to the history of ASW.

Thanks to all of you and especially the leaders for their timeless gift of labor of love.

Respectfully, Jay Thomas

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

AOCS recruiting film. Which in turn caused me to relive a few hilarious (and many intense) memories of AOCS from 1975.

I appreciate the willingness of the Association's officers to serve another term.

Hey Jack !

I just read two articles by Tyler Rogoway, one being, "Confessions of a US Navy P-3 Orion Maritime Patrol Pilot." As an old PBM/P5M and P2V-7 driver, the articles were very informative and well written. For those of my generation and all those others who served in VP aircraft, I heartily recommend they read the "Confessions" article.

The articles were sent to me by an old friend whose husband was in VP-45 with me.

Charley Caldwell

[Editor's note: For those interested, "Confessions of a US Navy P-3 Orion Maritime Patrol Pilot" can be read by clicking [HERE](#).]



A photo from the "Confessions of a US Navy P-3 Orion Maritime Patrol Pilot" shows that P-3's did, in fact, "Lead the Fleet!"

Hey Jack, !

Had lunch today with a couple of old Flight Engineers. We swapped about 65+/- years of flight experiences with the P2V Neptune and the P3 Orion aircraft. Then we resolved a lot of current world problems. Not a bad day for a two-hour meeting. Good to visit with Barney McGettigan and Leo Lorenzo again.

Ron Christopher

BACK IN THE DAY

Tools of The ASW Trade

By: Jack Keane

Part TWO: The Development and Early Use of MAD

When World War II began in 1939, only visual methods existed for detecting surfaced or submerged U-



Early ASW patrol aircraft, like the PB4Y, used eyeballs as their primary sensor. Note the large bulbous side windows for visual search.

boats from the air. At the outset of hostilities, surface combatants deploying sonar (ASDIC) and depth charges were the most lethal anti-submarine warfare platform. But unlike surface ships, the range and speed of aircraft enable them to sweep large areas of the ocean.

In 1940 intensive development on the magnetic anomaly detector (MAD), also known at the time as the magnetic airborne detector, began first in Great Britain and later the same year in the United States. Non-acoustic in nature, MAD exploits the magnetic properties of submarines, and senses localized disturbances in the earth's magnetic field. As distance increases from the submerged submarine, the target's weak field fades quickly until lost.

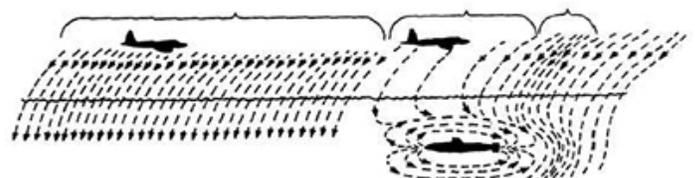
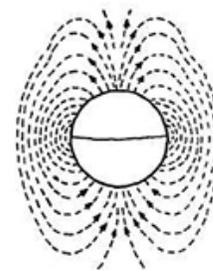
From the beginning, MAD was envisioned as an aerial sensor. In cooperation with the Bureau of Aeronautics (BuAer), flight tests were begun exploring the possibilities and limitations of magnetic detection. By October 1941 a magnetometer developed for geophysical prospecting by the Pittsburgh-based Gulf Research and Development Company was showing promising results – far superior to those demonstrated in Britain. That same month, trials of a gyroscopically-stabilized magnetometer installed in a PB4Y-1

produced results promising enough to expand the project. On 2 December of that year, a Mark I detector installed in a PB4Y-1 detected the US submarine USS S-20 off New London in four out of nine attempts.

The detector itself was mounted in the tail of the aircraft in order to maintain separation from the magnetic effects associated with the engines, struts, control cables, as well as eddy currents in metal wing surfaces created as the aircraft maneuvered in the earth's magnetic field. Permanent and induced magnetic fields and eddy current fields at the detector from aircraft sources were then compensated by compensating magnetic sources mounted appropriately in the aircraft.

Early MAD could pinpoint a moving submerged target and, provided the pilot was good enough, he could maintain contact. Upon receipt of a signal a marker had to be deployed, then successive passes flown, and each contact identified with a float marker (a flare or a smoke) and course and speed defined. The markers could be fired either manually or automatically when a MAD

contact was made. Together with surface support, the aircraft might then initiate a bombing run with decent odds of success. But conventional weapons of the day were limited to airborne depth bombs which, when dropped at the instant the MAD gear signaled that a submerged submarine was directly



MAD exploits the magnetic disturbance to the earth's magnetic field caused by a huge hunk of metal underwater. Submarines are huge hunks of metal.

underneath the aircraft, would strike the water far ahead of the target. Furthermore, the depth bombs would have to be preset to detonate at a given depth, whereas the submarine might be at any depth up to 300 feet, and MAD couldn't determine target depth. A new weapon had to be developed.

The type of ordnance finally decided on was the 65.4 pound Torpex-filled contact bomb, with a rocket motor which fired it in a direction opposite of the aircraft's course at a speed equal to that of the aircraft. The result of this backward firing was that the



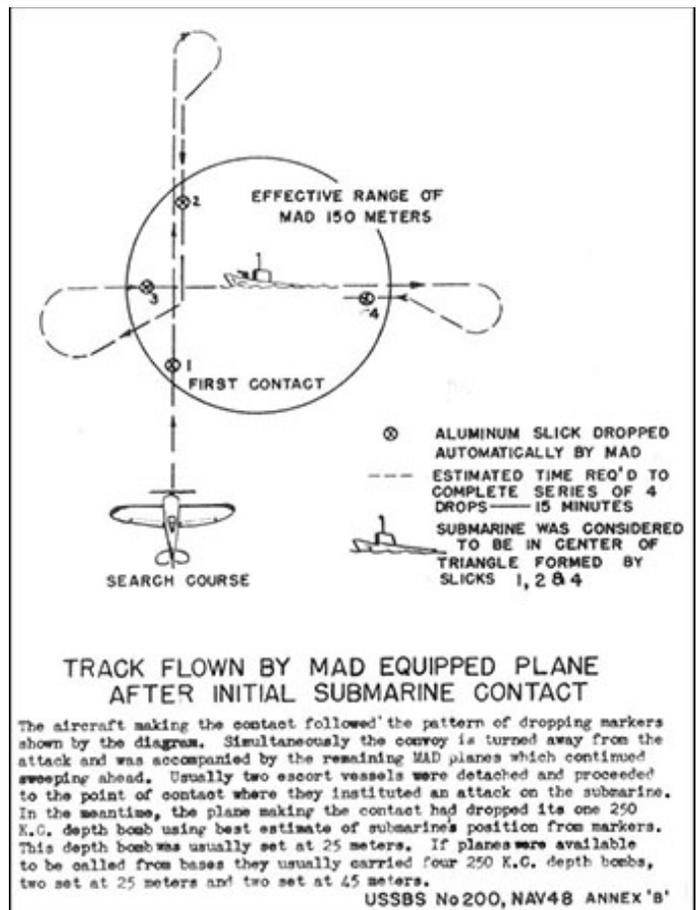
Note the "retro-rockets" loaded on the wing of the pictured PBY-5 belonging to VPB-63. They were essentially bombs launched by the pilot or MAD operator.

bomb struck the water at the exact position which was under the aircraft at the instant the bomb was deployed. These retro-bombs (or retro-rockets), as they were called, were mounted on rails with either 12 or 15 under each wing, and were fired either manually or automatically by the pilot or the MAD operator. All bombs could be fired at once, or in three ripples of 8 or 10 each, depending on whether 24 or 30 bombs were carried.



MAD boom on VP-63 PBY-5

The impact pattern covered a large area, increasing the chances of a hit with a submerged submarine and causing lethal damage. Like the surface-launched Hedge Hogs, the bombs detonated only on contact, regardless of the target's depth and, if



Convoy MAD tactics employed during WW-II

they missed, the submarine would not suspect an attack had been made.

MAD is limited in the shortness of its detection range and so, it was immediately apparent that it was impractical to try and search a broad swath of ocean with MAD and that it should be used only to search relatively small areas. If the aircraft was able to reach the submarine before it submerged, an attack could be made using "seaman's eye." If the aircraft arrived over a "swirl" then the procedure would be to track the target using MAD flying a cloverleaf pattern consisting of a series of 270° turns at 100 feet and launching float markers at each successive MAD contact. If the aircraft arrive over datum more than a minute after the submarine had sub-



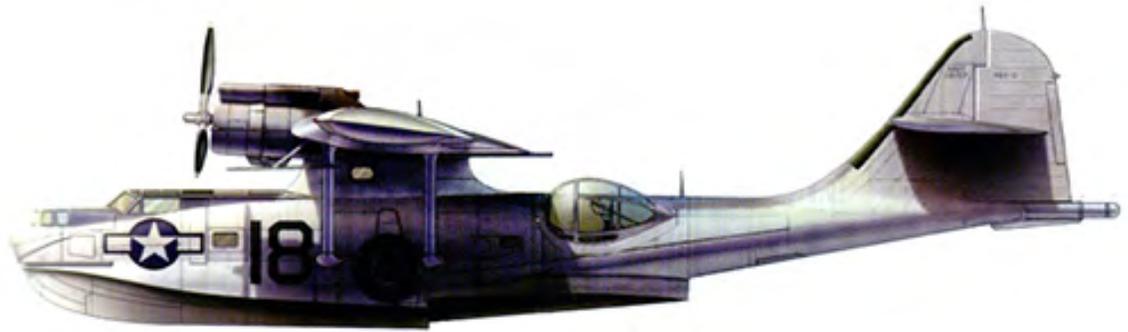
VP-63 Mad Cats patch.

merged, a marker would be deployed at datum and a MAD Hunting Circle initiated. Other tactics were

developed for several MAD-equipped aircraft operating simultaneously.

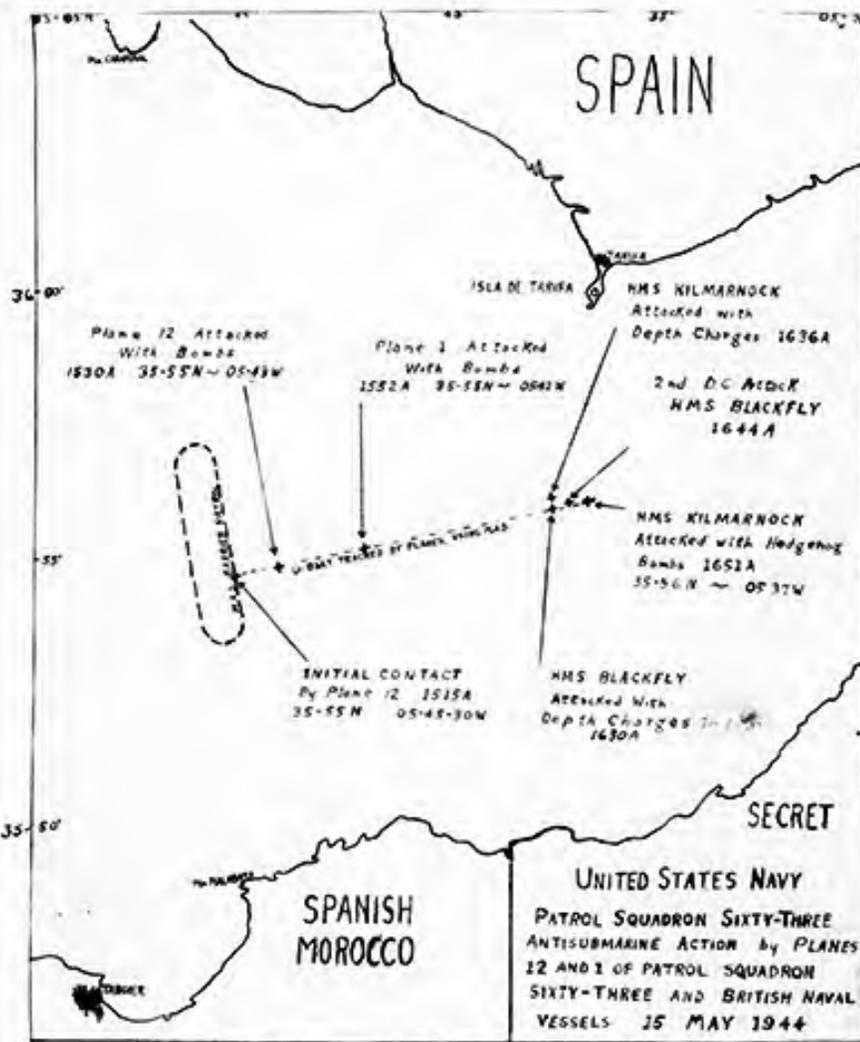
Enter the “MAD Cats” of VP-63. Shortly after being established on 19 September 1942 at NAS Alameda, CA under the operational control of Patrol Wing Eight (soon to be renamed Fleet Air Wing Eight (FAW-8)), a decision was made to employ the squadron as a test bed for MAD and retro-bombs. Soon after, a third device, the sonobuoy, was added to the squadron’s arsenal.

In March of 1943, the squadron was placed under the operational control of FAW-5 and transferred to NAS Jacksonville and, later that spring, to NAS



A VPB-63 MAD equipped PBY-5A in 1944 paint- note MAD boom.

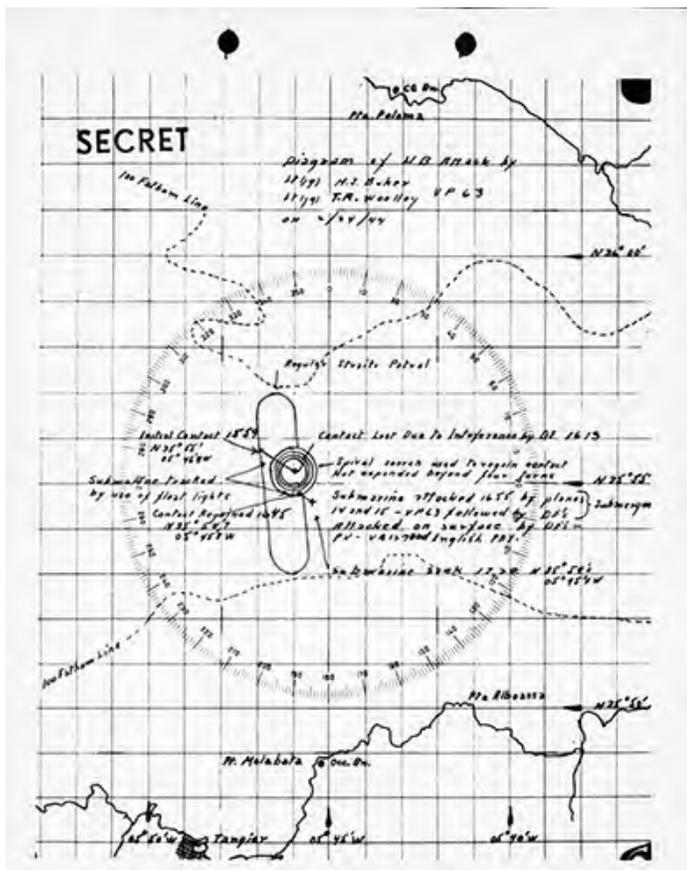
Quonset Point, RI. In June of that year, the squadron became the first US patrol squadron to operate from Great Britain against the U-boats when it was sent to RAFB Pembroke Dock, South Wales for operations with the RAF 19 Group Coastal Command and assignment under operational control of FAW-7. For the next six months, the squadron flew ASW patrols over the Bay of Biscay making several unsuccessful attacks on U-boats and coming under the attack of Junker JU-88C aircraft flying combat air patrol over the Bay.



After-action reconstruction chart from VP-63 War Diary depicting “Gibraltar Fence.” This document is declassified by now; but still marked “SECRET.”

By mid-December 1943 it was apparent that hunting U-boats in the expanses of the Bay of Biscay was unproductive and a waste of resources. It was therefore decided to transfer the squadron to the operational control of FAW-15 at NAF Port Lyautey, French Morocco for patrols in the Strait of Gibraltar and the Mediterranean. Two aircraft were to remain in Great Britain until January 1944 to assist RAF Coastal Command in developing a countermeasure for use against the V-1 flying bomb. On Christmas Day, while en route to Port Lyautey, the squadron commanding officer, LCDR Curtis Hutchings, came under fire from a group of six German destroyers. Hutchings relayed the positions of the destroyers to the Royal Navy who sank three of them upon arrival.

The squadron’s luck in ASW was about to change and they would make history. On 8 February 1944, a two-aircraft bar-



Another "Gibraltar Fence reconstruction. Hard to read but an indication of the "by hand" efforts in WW-II

rier patrol, which became known as the "Gibraltar Fence," was established between the southern tip of Spain and the tip of Spanish Morocco roughly along 5°46' West Longitude. On 24 February, the Type VIIC U-761 under the command of *Oberleutnant zur See* Horst Geider attempted to enter the Mediterranean submerged. Two VP-63 PBY-5 aircraft detected, tracked, and assisted in the sinking of the U-boat. A PBY of RAF 202 Squadron and a PV-1 Ventura of VB-127 assisted in the kill. The U-boat scuttled near Tangier under the eyes of approaching British destroyers. All 51 crewmen were picked up by HMS *Anthony* and HMS *Wishart*. It was the first sinking of a submarine aided by MAD.

Three weeks later, while flying "The Fence," VP-63 did it again. This time, *Oberleutnant zur See* Henning Schumann was trying to sneak the Type VIIC U-392 through the Straits and was detected with MAD. The pilot of one of the PBY-5 aircraft, LT(JG) M.J. Vopatek, contacted HMS *Affleck* and guided her to a successful depth charge attack. U-392 was sent to the bottom with all hands.

Vopatek and a squadron mate repeated the performance on 15 May 1944 when they detected *Ober-*

leutnant zur See Graf Alexander von Keller trying to guide the Type VIIC U-731 through the Straits. While subsequent attacks by both aircraft failed to sink the U-boat, they continued to track her, guiding HMS *Kilmarnock* into position for a successful Hedge Hog attack that sent the U-boat to the bottom with the loss of all hands. The sinking of U-731 was to be the last in the Mediterranean Theater. The "MAD Cats" of VP-63 had, in the words of British Admiral Sir Andrew Cunningham, Commander-in-Chief, Mediterranean Fleet, "... turned the Mediterranean into an Allied lake."

VP-63 remained in Port Lyautey sending a detachment to RNAS Dunkeswell, Devon on 10 January 1945 for operations with RAF Coastal Command under the operational control of FAW-7. On 30 April, while flying off the Normandy coast over the Bay of Biscay, a PBY-5 of VP-63 sighted the Type VIIC/41 U-1107 under the command of *Kapitänleutnant* Fritz Parduhn at snorkel depth. The U-boat was quickly sunk by a spread of 30 retro-bombs fired by MAD signature rather than visual sighting.

The squadron's final submarine activity occurred on 11 May 1945 when *Kapitänleutnant* Kurt Petersen raised the black flag and surrendered the Type IXC/40 U-541 to LT W.D. Ray in accordance with *Grossadmiral* Karl Dönitz's surrender instructions. Ray orbited the U-boat for two hours until surface units arrived, sent a boarding party aboard, and escorted the submarine to Gibraltar.

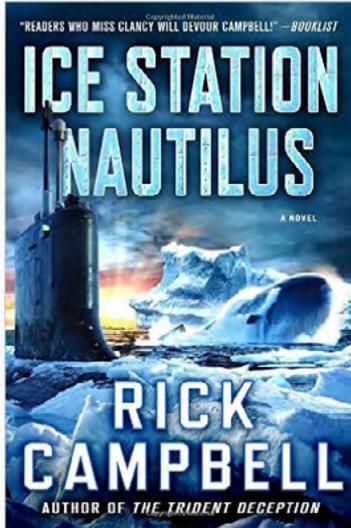
On 4 June 1945 the squadron received orders to stand down and return to NAS Norfolk, VA where



U-Boat U-541, waves a black flag in surrender.

it was disestablished on 2 July 1945. In just under three years, VP-63 made ASW history, sinking or assisting in the destruction of four U-boats and capturing one. They gave us one of the ASW tools we continue to use to this day.

MILITARY READING



“Ice Station Nautilus”

Russia’s new ballistic missile submarine, is being deployed on its first patrol while America’s newest fast attack submarine, *North Dakota*, is assigned to trail it and collect intel. As the Russian submarine heads under the polar ice cap, its sonar readings reveal the trailing American sub and cause the Russians to begin a radical, evasive maneuver. This, however, fails and the submarines collide, resulting in damage that sends both to the bottom. Rick Campbell’s new thriller is an epic battle above and below the ice, Special Forces against SEALs, submarine against submarine, with survival on the line. ([More Info](#))

“Obviously I have read both of Commander Campbell’s previous books and am a fan. I like a book that makes you want to stay up and read when you should be hitting the sack. I like a book where the familiar hero characters continue from one story to the next. I like a book whose plot may step beyond reality, just a bit, in order to unleash excitement that keeps you wondering, guessing and turning the pages. Clancy, Flynn and Thor all do this...so does DeMille. So does Campbell. So

does this book: “Ice Station Nautilus. Commander Campbell spent 20 years of active duty with the Navy as a submariner...peeping through a periscope, launching torpedoes, sneaking up behind Russian submarines and living in a room way smaller than most walk-in closets. So, I’m not surprised that he knows the submarine world inside and out. What is surprising, and pleasantly so, is that he has the talent to spin and intertwine this knowledge into stories that captivate and entertain.” (Amazon Reader Review)

“Eight Bells and All’s Well”

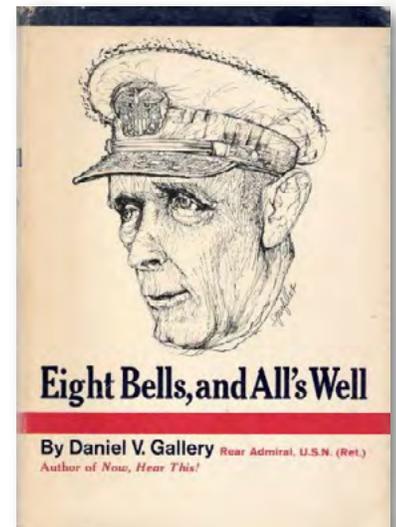
Rear Admiral Daniel Vincent Gallery saw extensive action during World War II, fighting U-Boats during the Battle of the Atlantic, where his most notable achievement was the June 4, 1944, capture of the German submarine *U-505*. After the war, Gallery was a prolific author of fiction and non-fiction. During the post-war military cutbacks, he wrote a series of articles, “Don’t Let Them Scuttle the Navy!,” criticizing the heavy reductions being made to the US Navy. These articles placed him at odds with the Truman administration during the episode which became known as the “Revolt of the Admirals.” Gallery barely escaped court-martial for insubordination. Even so, the episode cost Gallery his third star. It effectively finished his career, though he served 12 more years on active duty. At the time of his forced retirement in 1960 (for “health reasons”) he was second in seniority on the Rear Admirals’ List. This is his autobiography. ([More Info](#))

“Eight Bells and All’s Well by RADM Daniel V. Gallery is the story of Gallery’s life in the Navy. The things that happened were enough for three careers. With his brash and breezy writing style, his rapid-fire quips and his irreverent comments, he has produced a book which will not disappoint those who have come to expect high-spirited rollicking, entertainment from him.” -- Navy News

“As exciting as fiction... his book is witty, improbable and outrageous.” -- St. Louis Globe Democrat

“On almost every page the author induces a smile, a grin and sometimes a downright belly laugh... The reader will find this really down to earth story a real treat.” -- Virginia Pilot

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.





Harley Lewis Brown Jr., 71, CMDCM (Ret.), passed away on March 5, 2016. He was a former NAS Jacksonville Command Master Chief. Brown enlisted in the Navy in March 1964 at the Navy Recruiting Station in Detroit, MI. Upon completion of recruit training at NTC Great Lakes, Ill., he reported for duty at NAS Cecil Field, as a jet engine mechanic at the Aircraft Intermediate Maintenance Department (AIMD). In June 1966, he reported to VF-13 at NAS Cecil Field, making two Mediterranean deployments aboard USS *Shangri-La* (CVA-38). In February 1968, he was assigned to P-3 Power Plants Maintenance Training Course at VP-30, NAS Patuxent River, Md., and then deployed to Sangley Point, Philippines, in December 1968 with VP-45; and finally, in August 1992, to VFA-86 at Cecil Field, as command master chief completing over 30 years of naval service. Brown is survived by his loving wife of more than 50 years, Grace Young Brown, his sons, Charles, and Darian, and daughter, Bridget.



Harley Lewis Brown.

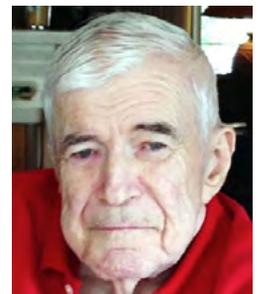
Durwood Forte, 71, of Jacksonville, Fla., formerly of Cranberry Township, passed away Friday, 9 October 2015. Born Jan. 31, 1944, in Moncks Corner, S.C., he was the son of the late Albert and Myrtle (Shuler) Forte. Durwood was a 1962 graduate of Evans City High School, where he played football for the Evans City Rams. He also played baseball in the Eagle County league. Durwood was one of the founding members of the Seneca Valley Midget Football League program and had the pleasure of coaching youth for more than 20 years. He earned his associate degree from the Butler County Community College, and earned a Certificate of Travel from Wilma Boyd. He proudly served his country in the U.S. Navy and was a former secretary of Cranberry V.F.W. and member of Zelenople American Legion. Durwood was also a member of Elks Lodge 2249 in Cranberry Township and was a former president of the Lions Club. He was also a former member of St. Ferdinand Roman Catholic Church in Cranberry Township.

He leaves behind to cherish his memory his loving wife of 49 years, Mary-Patsi (Hawthorne) Forte, who he married Sept. 30, 1967; two children, Darren Forte and his fiancée, Jennifer, and Amy Clark and her husband, Joe; two sisters, Claudette McCarthy and her husband, Jack, and Sandra Caplinger and her husband, John; and his six grandchildren, and numerous nieces and nephews.

Harry Robert Keller died on March 18, 2016 after a long battle with Parkinson's disease. Harry was born on May 29, 1934 in Auburn, New York to parents, Margaret and Robert. He joined the Navy and enjoyed a 20-year career as a pilot and Naval Officer. Harry met his wife, Jean Mary Moss while stationed in Bermuda and they married on September 8, 1960. They traveled extensively during their marriage to numerous military installations around the world and raised three children. After the Navy, Harry obtained his B.S. and M.P.S. degrees from the School of



Durwood Forte



Harry Robert Keller

Hotel Administration at Cornell University in Ithaca, NY. With his wife Jean, Harry enjoyed many more years of travel during their interactions with Cornell alumni. Harry retired with his wife to Tucson and enjoyed an active life at Saddlebrooke while participating in the Saddleback Singers and Rotary Club. Harry is survived by his three children, Jim, Patricia and Bridget and five grandchildren, Patrick, Christopher, Tristen, Austin and Allison.

Richard S. "Dick" Zeisel passed away on 26 February 2016. He was born in Chicago, Illinois on January 27, 1930. Ever since he was a young boy, he was inspired by flight and dreamed of becoming a pilot. He built full-scale models of airplanes and even jumped off the roof with a homemade parachute made from his sheets, breaking his leg in the process. His Aunt Lydia paid a pilot to take him up in an old



Richard "Dick" Zeisel

barnstorming biplane. He eventually went on to fulfill his dream when he entered the US Navy as an officer, earning his wings and commission in March of 1951. He had an amazing Naval career, highlighted by service with maritime patrol aviation around the world and eventual retirement as a Captain. Richard dedicated his life to God, Country and Family. He was a strong supporter of his church community; he served as a Lector and Eucharistic Minister. Richard wanted everyone to know how much he deeply loved his children, Rich & Stephanie, grandchildren Curtiss, Candace, Steven, Danielle, Michael, Matthew, and Darrin, great grandchildren Jameson, Jayden, and Ava

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A young Dick Zeisel during flight training.

June. Many friends are considered family and are too numerous to mention.

CDR Charles Frederick Sleeman, USN (Ret), a longtime resident of Mobile, died on Friday March 11, 2016. Born in Perinton, New York on March 15, 1934, he was a graduate of the Naval Postgraduate School in Monterey, California. CDR Sleeman was a Naval Aviator for 28 years. Following his retirement, he worked in Turkey for Foster Wheeler AG for five years, before returning to Mobile to work for the Alabama State Port Authority as Personnel Director for 23 years. He is survived by his wife of 60 years, Barbara Argiro Sleeman, a native of Mobile; his daughters Susan Lucille Sleeman, Melanie Keller Sleeman, and Amelia Sleeman Johnson; his grandchildren John Morgan Crossman, Seaborn Macey Johnson IV, Charles Robert Johnson, William Burruss Johnson, Amelia Argiro Jeznach; and great grandson James Matthew Crossman.

Joel Bernard Pridgen, a Covington County native, passed away on 2 October 2015. He retired from the United States Navy as a lieutenant after twenty-two years of service to his country. He then furthered his career by working with the Mississippi Forestry Commission for twenty years before retiring from there. While stationed in Key West, Florida during the early sixties, Mr. Pridgen had the honor of serving as the flight engineer for the first P3 Orion flight over the North Pole and then he served as the flight engineer for special flight mission around Cuba during the Cuban Missile Crisis in October of 1962. He was also a part of the P3 Orion flight crew for an 18 day around the world mission in April 1964. Before his retirement in 1977, he did his last tour of sea duty aboard the aircraft carrier, U.S.S. Nimitz. Survivors include his wife of fifty eight years, Faye McQueen Pridgen of Hot Coffee.



Joel Pridgen

"A good Navy is not a provocation to war. It is the surest guaranty of peace."

Theodore Roosevelt

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) 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 (If registering after September 7, 2016)	\$15 pp		
		Tour Cancellation Insurance: Protect your \$\$ (Fee is non-refundable)	\$15 pp		
TOTAL					

>>> PLEASE PROVIDE THE FOLLOWING INFORMATION:

NAME (As you want it to appear on badge): _____	
WIFE: _____	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. 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

