

2017  
MARCH

THE VP-45 ASSOCIATION'S

Pelican Post

# Newsletter

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



*ASW - Tools of the Trade*  
*Last of the Three Part Mini-Series!*

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(Cover Artwork and 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 MAD and its use in WWII. In this issue, we continue with our third of three articles and explore 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

(2016 - 2018)



Click on pictures below for more biographical info



## President

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

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

## Vice President



## Secretary

Jack Keane has been our Secretary since 2012. A VMI grad 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.

Spence Cunningham assumed Treasurer duties in 2017. He served as an AW aircrew member in the Squadron from 1982-1987 and retired in 2013 as a Master Chief. He resides in Orange Park, Florida.

## Treasurer



## WebMaster

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

“We had comments from attendees that this 2016 Reunion was the best ever! Not to rest on our laurels, we are already planning for 2018. Location voting info is on our website homepage already. Please vote now! ”

From the Desk of...

*Doug Mitchell*

## President's Report

### Thanks for Attending!!



First and foremost, I want to take this opportunity to thank the officers of the Association for all their time and effort in making the Charleston Reunion one of the best ever! A special thanks to Joe Bretton, our reunion coordinator, and Ron Christopher, the money man, who endured many hours behind the scenes to make this reunion so enjoyable.

We had comments from the members and their wives like “absolutely the best reunion ever; you folks have out done yourselves with this one and we can’t wait to see what you have in store for us next time!” I also want to thank all of you who attended; without you, obviously, it would have not been so successful. You will see the voting information for the next reunion

site in this issue of the newsletter, and it is already active on the home page of our website. Please Vote Now! (Click [HERE](#) to vote)

Secondly, as a reunion recap, our Charleston Reunion kicked off at the Crowne Plaza Hotel North Charleston, SC on Wednesday 19 October. On Thursday, forty members and/or wives enjoyed a very interesting portion of Charleston’s history at the Magnolia Plantation and Gardens Tour.

Thursday evening’s “Meet and Greet” in the hospitality room was a total success...not only did we provide all the soda, beer, wine and liquor...we had ready-made sandwiches, wraps, veggie plates, chicken fingers, roast beef, rolls, chips and dip, and condiments available this year for everyone’s enjoyment.

Friday morning came early as two buses with 120 members and/or wives on board departed for a very interesting tour of historic downtown Charleston. 45 members also enjoyed the



Your Association Officers (L to R): Ron Christopher, Treasurer; Joe Bretton, VP and Reunion Coordinator; Bill Hobgood, WebMaster; Jack Keane, Secretary; and Doug Mitchell, President.

Charleston Harbor Tour, while the rest of us had lunch and shopped in the City Market area.

Following the Business Meeting on Saturday morning, two buses with 75 members and/or wives departed for the Patriots Point and Fort Sumter Tours.

Saturday evening commenced with the usual cocktail hour at 6:00 p.m. followed by our Banquet Dinner Program at 7:00 p.m. The Joint Base Charleston Color Guard provided our colors presentation and our very own Terry Crescimano, a 1970's NFO, sang the National Anthem.



*Almost two hundred people attended the Saturday night banquet at the Crowne Plaza, Charleston.*



*RADM "Jake" Tobin, our guest speaker.*

Immediately following dinner, I had the distinct pleasure of welcoming our guest speaker RADM Byron E. "Just Jake" Tobin. I met "LT Tobin" in May of 1968 in VP-30 where he served as an Instructor Pilot on the P-3. Admiral Tobin told us his story of becoming a Naval Aviator in Pensacola, Florida, meeting his beloved wife Sally, flying the P-5M in Bermuda, and later transitioning to the P-3 and moving to Jacksonville, Florida with VP-45. He kept the audience's full attention as he spoke of his career with accounts of personal events that shaped his life as a Naval Officer. Many Pelicans in the room served with RADM Tobin throughout their own careers in various organizations. Thank you RADM Tobin for being our guest speaker! Click [HERE](#) for more information and photos of the 2016 Charleston Reunion on our website.

And lastly, I would like to take this opportunity to thank our past Vice President Dick Gray for agreeing to be the Chairman of the Nominating Committee. For those of you not at the business meeting in Charleston, we need a volunteer to serve as Association Vice President with a term to commence after the next reunion in 2018. If you would like to serve in this Association officer capacity, please contact any one of your current officers and we will forward your name and contact information to Dick.

Best Regards,  
Doug "Pooh Bear" Mitchell  
678-650-7500 or [poohbearmit@aol.com](mailto:poohbearmit@aol.com)



*By far, our largest group in attendance were members from the 1970's.*

# FROM THE VICE PRESIDENT



**W**ell, another wonderful reunion is history and your officers, having recovered from reunion duties, are already planning for 2018.

Between now and June 30 we will be voting on the next site where we can all come together again. There were many great suggestions brought up at the business meeting, so we have been researching them in order to help you make your decision based on activities available that you and your “significant other” will enjoy, convenience to local restaurants, airports, shopping, etc., and cost. We want everyone to be able to attend without putting a crimp in their budget.

Note: The room rates are a best guess.

**Jacksonville, FL** – (\$119.00 per night) It was Thomas Wolfe who said, “You can’t go home again.” However,



it’s apparent he was never stationed at NAS Jax. An all-time favorite of our membership, it’s always fun to return to our old stomping grounds and the home of the World Famous Pelicans. We are all fully aware of the many fine restaurants and shopping malls, so Click [HERE](#) to see all available tours.

Note: As always, we will set up a tour of the VP hangars for Friday. If Jacksonville is not our choice for 2018, the squadron will have an open invitation to join us wherever we are.

**Pensacola, FL** – (\$115.00 per night) From the beaches and Bay area attractions to the day trips and night-life, there’s something for every interest. Waterfront watering holes or sophisticated martini bars, flip-flop casual to elegant dining, Pensacola has it all...and

the seafood is to die for. The city has been referred to as “The Cradle of Naval Aviation” because NAS



Pensacola was, in 1914, the Navy’s first Naval Air Station. The National Museum of Naval Aviation offers the aviation enthusiast a thrill regardless of how long since your last visit. Arrive by noon on Wednesday and you can watch a Blue Angels practice and perhaps get an autograph from the pilots. Click [HERE](#) to see all available tours.

**Nashville, TN** – (\$139.00 per night) Nashville’s downtown, night clubs, and an assortment of restaurants are legendary. Some of the more popular types of local cuisine include hot chicken, hot fish, barbecue, and “meat and three.” Click [HERE](#) to see all available tours.

**San Antonio, TX** – (\$119.00 per night) Take a journey through the amazing culture, natural beauty and wide range of activities you’ll find here. Although



Mexican food is the choice of most, the city has many fine restaurants which offer culinary delights from all over the world. Click [HERE](#) to see all available tours.

**San Diego, CA** – (\$119.00 per night) San Diego is a city on the Pacific coast of Southern California



known for its beaches, parks and warm climate. Immense Balboa Park is the site of the renowned San Diego Zoo, as well as numerous art galleries, artist studios, museums, and gardens. A deep harbor is home to a large active naval fleet, with the USS *Midway*, an aircraft-carrier-turned-museum, as well as a vintage Soviet-era *Foxtrot*-class submarine. The food scene is a mix of locally inspired flavors, from delightfully simple to sophisticatedly artful. Proximity to the ocean and Mexico are big influences on both the city's cuisine and culture. From fish tacos to groundbreaking Cali-Baja fine dining, San Diego sits at the intersection of two culinary styles. Click [HERE](#) to see all available tours.

**Washington, DC** – (\$119.00 per night) Monuments and memorials, eclectic neighborhoods, true local flavor – Washington, DC is a place unlike any other.



It's your home away from home with free museums and America's front yard. The cuisine that defines DC's burgeoning culinary scene ranges from spicy to sloppy and from old-school to cutting-edge. Click [HERE](#) to see all available tours.

**Las Vegas, NV** – (\$109.00 per night) Las Vegas is a resort city famed for its vibrant nightlife, centered on 24-hour casinos and numerous other entertainment options. Its main focal point is the Strip, just over 4 miles long. This boulevard is home to the many hotels with elaborate displays such as foun-

tains synchronized to music as well as replicas of an Egyptian pyramid, the Venetian Grand Canal, and the Eiffel Tower. However, there are several big reasons Las Vegas may not be a good choice for our reunion. We will not get a free Ready Room to gather in, and we will not be allowed to bring in our own food and alcohol. These non-negotiable items would greatly increase the cost for our members. Click [HERE](#) to see all available tours.



**Branson, MO** – (\$99.00 per night) One of America's top vacation destinations, Branson hosts over seven million people each year! With more than 100



shows and 300 eateries, you will not go hungry for food or entertainment. Since we are at the beginning of 2017, no information is available concerning shows that will be performed in 2018. However, there will be many to choose from once the schedule is published. There are also no organized tours to list, but there are attractions galore to see on your own.

Joe Bretton, Vice Pres/Reunion Coordinator

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

**Click [HERE](#) to vote for next reunion site or go to the end of this newsletter for a paper ballot. Please remember, June 30, 2017 is the deadline for your vote to count.**

# NOW HEAR THIS

By: Doug Mitchell

## Thank you Ron Christopher; Welcome Spence Cunningham!

All of you who attended the Business Meeting at the Charleston Reunion know Ron Christopher volunteered and was unanimously approved to continue as Treasurer of our Association for two more years.

Unfortunately, Ron has been having some very serious heart and pulmonary problems since the October reunion and he has requested to be relieved as soon as possible. Please keep Ron and Dolores in your prayers.



Ron, on behalf of the entire Association membership, please accept our heartfelt thanks for an outstanding job as our Treasurer from October 2014 through February 2017.

Your financial background and record keeping experience produced some of the most professional spreadsheets available at any organization. We truly appreciate your meticulous attention to detail.

Our recent reunion expense report was just one example of Ron's abilities to plan and execute a remarkable bottom line (as you call it). With roughly a \$5,000 Reunion Budget collected from the 193 members attending, the officer's of the Association were able to spend all but \$412 of that money on you...the members! Ladies and gentlemen that was all but \$2.14 per person!

Ron, we wish you and Dolores "Fair Winds and Following Seas" and we look forward to hearing good reports on your health down the road! We will see you folks at the next reunion.

**Welcome to our new Association Treasurer!** IAW Article IV Section 2 of the Association By-Laws, I recently appointed AWCM (Ret) Spence Cunningham as treasurer of the Association.

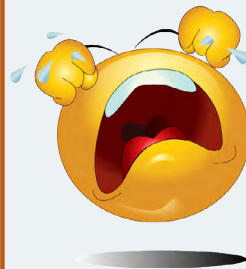
Spence served as an aircrew member in the Squadron from 1982 - 1987 and currently resides with his wife Kimberly in Orange Park, Florida. He retired in 2013 as the Command Master Chief of Patrol Squadron Sixty Two at NAS Jacksonville, Florida.



Spence is currently employed by LB&B Associates, Inc. as a Simulator Instructor with Patrol Squadron Thirty at NAS Jacksonville, Florida.

Please welcome Spence as the new Treasurer of our Association at: [awcmspence@comcast.net](mailto:awcmspence@comcast.net)

**You haven't called,  
you haven't written;  
you haven't even  
emailed us!**



Seriously Guys, this is your newsletter and you're not telling us what you think or how we could do better. Do it now, click on big words "Hey, Jack" below and send your Editor an email about your thoughts, comments, remarks, ideas, short sea stories....anything to let us know you are actually reading this Pelican Post Newsletter.

**Hey, Jack!**



# NAVY TRIVIA

## “Presidents Who Served in the US Navy”

By: Bill Hobgood

As designated in the US Constitution, the President of the United States is the Commander-in-Chief of the U.S. armed forces. However, previous experience or service in the military is not a prerequisite to run, or to be elected to, the position of President. As of the 2016 presidential election, no member of the U.S. Marine Corps or U.S. Coast Guard has been elected President. Fifteen former Presidents have served in the Army, followed by State Militias at nine, six served in the Navy and two served in the Continental Army. Eight Presidents served during World War II, while seven served in the military during the American Civil War.

This article highlights the six Presidents who served in the US Navy or Naval Reserve.



**John F. Kennedy.** The first President elected who had previous Naval service was John F. Kennedy. That he was the first President to have served in the Navy was not nearly as controversial as the fact that he was also the first Roman Catholic.

JFK graduated magna cum laude from Harvard and knowing war was fast approaching, he tried to enter the Army OCS program. He was turned down due to his chronic back problems. He worked many months on his back and was able to join the Naval Reserve and was commissioned in October of 1941. The following year he volunteered for Motor Torpedo Boat training... and the rest is history that



LTJG Kennedy in portrait and aboard PT-109

U.S. congressman. He was called to active duty three days after the Japanese attack on Pearl Harbor in December 1941. Despite requesting combat duty, he was given stateside administrative duty inspecting shipyard facilities in Texas and on the West Coast. In the spring of 1942, he was assigned to a three-man survey team of the Southwest Pacific.

While there, Johnson volunteered as an observer for an air strike mission on New Guinea by eleven B-26 bombers. Reportedly, the B-26 bomber carrying Johnson during that mission was attacked, disabling one engine, and it turned back before reaching its objective, though remaining under heavy fire. Though Johnson was merely an observer on that mission, MacArthur recommended Johnson for the Silver Star for gallantry in action. After it was approved by the Army, he personally presented the medal to Johnson.

He was released from active in July 1942 and was later promoted to commander in 1949. He resigned from the Navy Reserve effective January 18, 1964.

**Richard M. Nixon.** Following law school, Nixon was a practicing attorney for five years. In 1942, shortly after the attack on Pearl Harbor, he joined the Navy and was commissioned a LTJG (somehow he skipped Ensign). He immediately requested sea duty and was assigned to an organization that supported the logistics of operations in the

everyone knows.

**Lyndon B. Johnson.** Johnson was appointed a Lieutenant Commander in the U.S. Naval Reserve on June 21, 1940 while serving as a



LCDR Lyndon B. Johnson



LCDR Richard Nixon

South West Pacific theater. He spent the remainder of the war back stateside at NAS Alameda and the Bureau of Aeronautics. He left active duty in 1946 and began campaigning for a California congressional seat that same year. Nixon retired from the Naval Reserve as a Commander in 1966.

**Gerald R. Ford.** A football star at the University of Michigan in the 1930's, Gerald Ford turned down NFL contract offers from the Packers and the Lions for boxing and football coaching duties at Yale. Almost immediately after he graduated from Yale



*LCDR Gerald Ford in 1945*

Law School and set up his law practice, WWII commenced. After officer training, he was commissioned an Ensign in early 1942. His first duty was teaching and coaching at Navy Preflight School. Sea duty followed on the brand new carrier USS *Monterey* (CVL-26) where he was Asst. Navigator and AAA Battery Officer; participating in numerous Pacific battles and campaigns. Returning to the states for shore duty, Ford was the Staff Physical and Military Training Officer for the Naval Reserve Training Command – where he made Lieutenant Commander.

He was released from active duty under honorable conditions on February 23, 1946 and in June of 1946, he resigned from the Naval Reserve.

**Jimmy Carter.** Coming from a poor family, Carter wanted to go to the Naval Academy. He started at

Georgia Tech in 1942 and gained admission to the Naval Academy the next year. He graduated an Ensign in 1946 and missed service during the war. From 1946 to 1953, Carter served in various assignments in Virginia, Hawaii, Connecticut, New York and California. In 1948 he commenced submarine training and served in a couple of diesel boats during the next four years. Meeting then-Captain Hyman Rickover, Carter became interested in the Navy's nuclear program. He served on the USS *Seawolf*



*LTJG Jimmy Carter*

(SSN-575) for a time. His submarine and naval career were cut short by the unexpected death of his father in 1953 and the family business becoming his. He was discharged from the Navy in October of that year.

**George H. W. Bush.** Likely our most well known “Navy” president, George H.W. Bush joined the Navy immediately after finishing high school. Ten months later, before even turning 19, he was commissioned an Ensign and became the youngest Naval Aviator in June of 1943. In September, he found himself flying TBM torpedo planes in VT-51...later joining Air Group 51 aboard the USS *San Jacinto* and



*LTJG George H. W. Bush*

participating in numerous naval battles. After 12 months of combat, Bush was hit by flak but, with a burning engine, finished his attack before bailing out. After rescue by a submarine, he returned to combat, completing 58 total combat missions before returning to the States in 1944. He was assigned to flight instructor duty and the war ended shortly thereafter. He was discharged in 1945. Bush had won the Distinguished Flying Cross and three Air Medals.



## ASSOCIATION MEMBER IN THE SPOTLIGHT

### Edward L. Dumas

In 1947, Edward L. Dumas was born in Atlanta, GA at the home of his parents, Mr. Ogden and Mrs. Mozelle Dumas. Soon after his birth, Ed and his mother were taken to the 'colored' section of Grady Hospital in Atlanta so they could be checked out and both were released the same day. Having to go to the 'colored' section of a hos-



*Ed Dumas in 1978 Graduation Photo.*

pital and facing segregation in many other public places were common throughout the South back in the '40s and even to some degree into the late '60s. Consequently, as he and his siblings (Ogden, Carolyn, Kelvin, and Marva) grew up, they also faced many of the same social inequalities their parents faced.

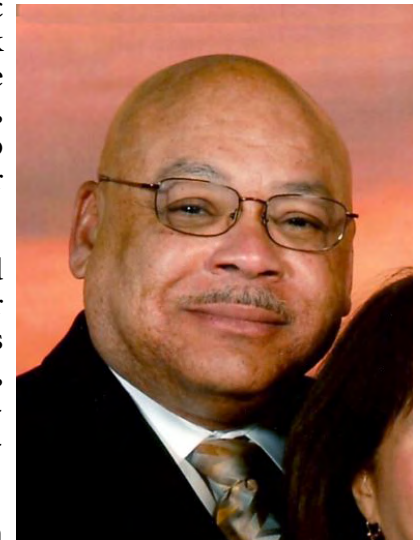
Although neither one of Ed's parents graduated from high school, they were wise beyond their educational level. Both parents taught Ed and his siblings to take responsibility for their actions, work hard, encouraged them to get a good education, and to always set their goals as high as possible.

Upon graduating from Booker T. Washington High School in May 1965, Ed enrolled at Morris Brown College (MBC) located in Atlanta, GA. During the latter part of his Junior year, Ed decid-

ed to marry his then wife, Wilhelmina, and work full-time as an Atlanta police officer. In spite of his additional personal responsibilities, Ed was committed to getting his college degree and in 1970 he graduated from MBC (the first in his family) with a Bachelor of Science in Mathematics and a minor in Physics.

In July 1970, Ed resigned from the Atlanta Police Department because he was drafted into the US Armed Forces. With a college degree, he decided to join the Navy and become a Naval Flight Officer (NFO). In late July 1970, Ed started his active duty career at the Aviation Officer Candidate School (AOCS) located in Pensacola, FL and 16 weeks later, on 13 November 1970, Ed was commissioned as an Ensign. The next year, on 21 May 1971, Ed received his NFO "wings of gold" after attending Advanced Navigation School at NAS Corpus Christi, TX. Ed went on to complete training at the Fleet Airborne Electronics Training Unit, Atlantic located in Norfolk, VA and from there he went to Patuxent River, MD to receive P-3A replacement training at VP-30.

In November 1971, Ed Dumas arrived in VP-5 located at NAS Jacksonville, FL. Although things were beginning to change for the better on the civil rights front, Ed still had to confront bigotry in the Navy. Being the first and only African-American Officer in VP-5 (until about 3 months before the end of a 3-year tour), Ed remembers an incident shortly after arriv-



*Ed today, fully retired and living in the Atlanta, GA area.*



*Circa 1970. Ed is sworn into the Naval Reserve prior to attending AOCS.*

ing in VP-5 that was very distressing to him. It was the day after his first Nav training flight in VP-5 where Ed was informed that some squadron personnel were predicting he would not successfully make Tactical Coordinator (TACCO) - the ultimate position a NFO seeks to obtain in a VP squadron. Ed was at a loss as to what to do but, fortunately, the XO, CDR Frank Woodlief, had been supportive to Ed and then wife, Wilhelmina, when their son of 6 months died of a very rare disease (i.e., Biliary Atresia) soon after arriving in Jacksonville.

Ed decided to discuss this matter with the XO. Ed told CDR Woodlief that he was concerned about the comments he had heard, especially since achieving TACCO designation can typically take a couple of years and he had just arrived in the squadron. To Ed's surprise, the XO had already heard "those comments." At first, the XO made Ed feel a little uneasy when he stated, "Ed, I am an old redneck from South Carolina - just like those individuals that said you were not going to make TACCO." However, Ed felt a lot better when the XO continued and said, "But, you know the difference between this redneck and those rednecks out there - I am an educated redneck that knows that those individuals' thoughts are wrong; and, I can assure you that as long as you give me a 100% effort in this squadron that this XO, soon to be CO, will make sure you get a fair shake."

Ed Dumas left the XO's office feeling as though a heavy weight had been lifted from his shoulders and, in less than a year, he felt he was ready for his TACCO check-ride. It was CDR Woodlief, now the CO, that gave Ed his TACCO check-ride but his check-ride turned out to be the "check-ride from hell." This was because Ed had a new Tactical Navigator (Tac/Nav) that could not keep up with the nav-plot and Ed had to remove him from his station. Ed took over as the Tac/Nav; thus, running the Nav/Tactical-plot at the same time performing his duties as the TACCO. Performing both jobs, Ed successfully got a kill solution on the target. The CO was impressed and gave Ed a passing grade; thus, Ed made TACCO in less than a year after arriving in VP-5.

As Ed departed VP-5 for his next duty assignment, he acknowledged the outstanding, professional members of his crew (CAC 2) and three individuals in VP-5 that were his mentors. These three mentors

helped Ed get through some tough times in his life, made him a better officer, and ensured he got a fair shake in the squadron during a time the Navy was trying to figure out how to tackle its race-relation



*LT Ed Dumas (kneeling far right) with VP-5 Crew 2.*

problems. The three individuals were CDR Frank Woodlief, LCDR Joe Payne, and LCDR Jake Tobin. (Note: Frank was the first NFO to command a patrol squadron but, unfortunately, he died about three years after Ed left VP-5; Joe retired as a Captain; and Jake retired as Rear Admiral.)

In November 1974, Ed reported for his first shore duty assignment at the Naval Reserve Officer Training Corps unit at Florida A&M University (FAMU) located in Tallahassee, FL. As Professor of Naval Science at the NROTC, Ed taught Naval Leadership/Management and Naval Ship Engineering to senior midshipmen attending both FAMU and Florida State University (FSU). Ed's actual tenure as professor at the NROTC FAMU was from 1974 thru 1977 but at the end of 1977, Ed needed

**While working full time as an NROTC instructor and Professor of Military Science, Ed found time to complete a postgraduate degree at Florida State and be designated a Navy subspecialist in Finance in 1978.**

a three-month extension to complete his Master's program at FSU, which he had been working on during his off time. However, the Navy wanted Ed

to extend longer than 3 months in order for him to take additional courses to qualify for a subspecialty in Finance. Therefore, Ed ended up staying another year as a full-time student at FSU to complete the additional courses and in 1978 Ed received a Master's degree in Management Science from FSU and a subspecialty in Finance from the Navy.

Although during this time frame, Ed and his wife, Wilhelmina, decided to divorce, Ed's overall experience in Tallahassee was a positive one; especially when you consider he played a major part in preparing midshipmen for a career in the Navy and earned a Master's degree.

As Ed was preparing to leave Tallahassee, he requested a ship/carrier tour. However, at the time of his request, no ship billets were available and the detailee offered Ed a one-year unaccompanied tour on Midway Island as the Operations Officer at a Sound Surveillance System (SOSUS) command.

Three months later, Ed's job became a little more challenging than he had expected; the XO of the command was relieved of duty and his Commanding Officer made Ed his XO. Performing both as Ops Officer and XO, Ed worked with the Command Senior Chief to resolve many command challenges from personnel issues to getting the command out of trouble with the Admiral in charge of CINCPACFLT by successfully proving the command had not missed a high-value target navigating the depths of the Pacific Ocean. With the above backdrop and receiving outstanding fitness reports, Ed's detailee told Ed he could name any command he desired, and Ed asked to be assigned to VP-30.

As an aside, while on Midway Island, Ed met a young lady named Minda who worked as an Aviation Storekeeper at NAVFAC Midway. Minda left



*Ed and Minda following their wedding ceremony.*

Midway Island before Ed and was assigned to NAS Miramar, CA. However, it was not until Ed left a few months later for VP-30 that they decided to start a long distance courtship. Ed eventually asked Minda to marry him and, since there were no restrictions on an enlisted being married to an officer (except that they could not serve in the same command), Minda and Ed were married on 2 January 1980. A year later, Minda was allowed to transfer to Aircraft Intermediate Maintenance Department at NAS JAX.

Assigned to VP-30 from 1979 thru 1982, Ed was an instructor teaching NFO students ASW tactics and the duties of the Navigator Communicator (NAV/COMM) and TACCO. In addition to his instructor duties, Ed worked with VP-30's West Coast sister squadron (VP-31) to develop, and keep up-to-date, training instructor manuals. In addition to his classroom and flying duties, Ed Dumas was also a Department Head - Admin Officer.



*LCDR Ed Dumas (right) with VP-30 CO circa 1982.*

In 1982, Ed received orders to VP-45 where he functioned as the squadron's Personnel Officer and, later, Administrative Officer. Also, as CAC 5's TACCO/Mission Commander, the crew received many accolades and awards for mission successes. In 1984, Ed's crew was featured in a local Jacksonville newspaper when aircraft civilian news reporters and photographers flew with Ed and his crew. The mission was to locate and surveil the first Soviet carrier deployment to the Caribbean region since 1969. Ed and some of his crewmembers were quoted in the news article as they described the ships in the 18,000-ton Soviet aircraft carrier *Leningrad's* task group - all heading for a port in Cuba.

Right before leaving VP-45 in 1985, Ed applied and was accepted to the Aerospace Engineering Duty Officer (AEDO) community, becoming the first African-American AEDO. The AEDO community is an elite, small community where the officers serve



*Ed and Minda in a recent portrait.*

primarily in military acquisition organizations.

In January 1985, Ed Dumas attended the Defense System Management College located at Ft. Belvoir, VA. After graduating in June 1985, Ed reported to the Naval Air System Command (AIR-546) as the Head, Air ASW Avionics Manager & Integrator. His duties consisted of managing a group of aeronautical/electrical engineers to ensure all related technical tasks, related to Air ASW platforms (P-3C UD II, III, & IV; S-3A/B; SH-60B; etc.) were completed.

From 1989 until 1992, Ed worked in PMA-264 for his mentor, CAPT Bob Colvert (a VP-45 Association member). Ed was Deputy Manager for the P-3 and S-3 Sonobuoy Receiver Programs and Deputy Program Manager for Production Sonobuoys. In that capacity, Ed was responsible for a \$500 million per year program, which included responsibilities for the budget, Integrated Logistics Support (ILS) activities, engineering and contracting efforts, approving sales to overseas customers, and developing acquisition strategies for all model sonobuoys. PMA-264 was Ed's last duty assignment. After a naval career of 22 years, Ed decided to retire as a Commander in 1992.

Ed's first job as a civilian was with the Lockheed Mar-

tin Aeronautics Company. In his last 5 years there, Ed held the position of Sustainment Services Lead Manager. In this position, Ed was the senior manager overseeing sustainment programs related to P-3 and S-3 Programs; utilizing a Sustainment Team consisting of P-3/S-3 parts manufacturers, field Tech reps, and engineers. Ed worked directly with P-3/CP-140/L-188 operators and maintainers from the US and 17 other nations; helping them share and address common concerns and solutions as they related to technical, modification, maintenance, and sustainment issues.

After nearly 20 years at Lockheed Martin, Ed fully retired in December 2011 and now has time to help his wife of 37 years, Minda, on her medical missions to the Philippines. Minda is a Registered Nurse (RN) working at St. Joseph Hospital in Atlanta, GA. Ed also enjoys playing his tuba with the Metropolitan Atlanta Community Band, a not-for-profit, 60-piece band.

Ed and Minda have two children and three grandchildren. Two of the grandchildren, Taylor (15) and Claire (12), are the children of Ed and Minda's oldest child Jessica Kornhoff-Messere. Jessica has a Master's Degree from Georgia State University (GSU) in Music Performance and is a professional cellist and



*Ed (far right) in a recent picture with his family. The newest member, granddaughter Maya, is pictured below right.*

member of Savannah Philharmonic Orchestra of Savannah, GA. Their son, Jimmel Dumas, has a Doctorate of Physical Therapy degree from GSU and is currently working at the Wahiawa General Hospital in Wahiawa, Hawaii. Jimmel and his wife, Stephanie, recently gave Ed and Minda their second granddaughter named Maya.



## FROM THE WEBMASTER

By: Bill Hobgood

Holy Moly! What a fabulous reunion we had this time (Oct 2016) in Charleston. With the help of Mort Eckhouse, we determined that this was the 3rd best attended reunion ever. Pensacola 1990 and Jax 2014 were #1 and #2.

For the first time ever, I believe, the 1970's group was the largest. Being one of that group, I was thrilled with the turnout and saw at least five guys I haven't seen in over 40 years.

Don't forget about looking in those old shoeboxes and dig out those treasured Kodak moments from when you were a Pelican. Take the time to send them to me via email (digital JPGs) or snail mail. If you mail them to me, I'll scan and return them. What you send me will be included in the next version of the four VP-45 era videos that were shown in Charleston.

Questions? Email me: [hobgood.bill@gmail.com](mailto:hobgood.bill@gmail.com).

**The 2016 Reunion summary has been written and a Photo Album of the reunion has been constructed. Both have been uploaded to our website and are now available to you. Take a break from reading this riveting Newsletter and visit that webpage. Click on 2016 Reunion below!**

# 2016 Reunion

## SECRETARY'S PODIUM

By: Jack Keane

It was great to see so many folks at the reunion! Please log onto our website ([www.vp45association.org](http://www.vp45association.org)) and vote for the location for the 2018 reunion.

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, Spence Cunningham.

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

# SEA STORIES

## A Selection From Our Website "Sea Story" Page

Author: Frank Agnew and Jim Bestul

### "Freeze Over - 1958"

*"Fineart One, Aerology advises Conditions Not Right For A Freeze Over... Over."*

*"Fineart One, The FairWing 5 Duty Officer Advises The Sound Has Never Frozen Over, Over."*

*"Tower, Fineart One, Yeah, But... .. Naaahh, Nevermind, Out."*

The wind was too strong to enable beaching of the P5M from VP-45 when it arrived from Bermuda at about 2330 Sunday so the crew was advised the plane would have to spend the night attached to a mooring buoy. The flight's purpose was to transport the Naval Station Bermuda's stellar basketball team to the regional playoffs and to make the routine "bread and eggs" run for the goodies and military supplies not available in Bermuda.

After the team had departed for terra firma, the crew, including LTJG Agnew (PPC), LTJG Hugh Flanagan, LTJG Jim Dilweg and five members of crew 8, had a rough night. The next morning, lower

temperatures, high winds, rough seas and the fact that the oil had congealed in the engines, preventing their starting, precluded beaching all day Monday. It was a weary crew that was relieved on the buoy that Monday afternoon.

One of our guys, LTJG Bestul, had arrived earlier at NAS Norfolk aboard USS *Grampus* (SS 523), having served a week as an air observer for VP- 49's ORI. He was with two aircrewmembers who had been attending school there; all three awaiting transportation back to Bermuda. The following is his recollection of the events that led to this unique sea story.

"I arrived in Norfolk aboard the USS *Grampus* (SS 523) on Friday, 22 Feb 1958 after serving a week as an air observer for VP-49's ORI, (That's another story!) and was awaiting pickup along with 2 aircrewmembers who had been attending school there. Frank Agnew and Crew 8 arrived on the evening of Sunday, 24 Feb in LN-1. Because of the cold and windy



*Fineart (LN) ONE frozen in place - Norfolk, 1958.*

weather, several members of the beaching crew had been sent to the dispensary suffering from exposure after beaching a previous arrival, so the decision



was made to put LN-1 on a buoy until the next day.

“On Monday, Crew 8 had already put in a full day and night so I volunteered to sit on the buoy along with 2 aircrewmembers whose identity I can’t be sure of. The line handling boat making the transfer collided with the port float in the rough seas, holing it. We immediately transferred fuel into the right wing to keep the damaged float out of the water. Due to the freezing temperatures and the high seas, ice began building up on the starboard float and struts (this is evident in the picture). As that float became heavier, we transferred fuel back to the port wing to keep the starboard float from sinking. It was not a pleasant evening as the wind was howling, the seas high and the ride rough. About 2 AM, with everything under control, the airplane was riding the rough seas pretty well.

“I laid down on the flight deck for a little nap and about 4 AM I awoke with a start, noticing absolutely no movement in the airplane — and silence. I then heard one of the crewmembers say, “We had better wake up Mr. Bestul.” I leapt up and bounded down the flight deck ladder, visualizing our being aground. At the bottom of the steps, I encountered the crewmembers pointing out the refueling hatch. I couldn’t believe the sights. The wind was almost calm and we were surrounded by ice! Willoughby Spit had frozen over! It wasn’t too thick but the wave action was causing the ice to break up and slide over itself making some areas quite thick and endangering our thin hull.

“I called the tower (our APU was running so we had electricity and heat) and had them advise FAIRWING 5 of our predicament. Shortly thereafter, the reply arrived: Aerology advised the conditions are not right for a freeze over and the FAIRWING 5 duty officer advised the Sound has never frozen over. Obviously they didn’t believe us.

“There must have been some red faces ashore when the sun came up because we were frozen in! Sending boats with water cooled engines out to us didn’t

work since water was freezing in their intakes. All day long they struggled with the problem of getting us beached. We sat there in our warm airplane, with plenty of food aboard, watching this whole show and listening to the local news items about the poor cold, hungry crew in their “giant flying boat” frozen in the ice. Local newspapers took pictures from airplanes circling us, one of which is the picture above.

“Finally a yard craft with an air cooled engine made it out to us and attached a tow line. The picture was taken during the tow. We were hauled out just about sunset. To add insult to injury, someone with an ax, trying to chip ice off the starboard float, holed it! Excerpts from the newspaper account stated ..... Patrol Squadron 56 volunteered its services to help the P5M, stranded in Willoughby Spit.

“Using one of their amphibious DUCKs, a WWII DUCK with a sealed cooling system, 12 men from VP-56 dressed in foul weather gear and equipped with fire axes managed to get alongside the plane. In a small wherry, a 12 foot plastic boat, the men were able to get close enough to the hull to use the axes on the ice. It was estimated that over 1000 pounds of ice were removed from the right wing float alone.



*P-5M, side number LN-1, in warmer weather.*

With the help of a NAS YSD (*Mary Ann*) the P5M was towed to clear water where the beaching gear, which was also encrusted with ice that had to be removed with axes, was attached. Nearly 48 hours after take-off, LN-1 finally made the ramp! The newspaper related that the existing weather was the worst in the area for the past 25 years.”

## A Special Report

## The "Pelican Post" Name

Recently, in an email, Charlie Caldwell (the Association's second Secretary) asked Mort Eckhouse (Association Founder) to tell the story of how this Newsletter, the "Pelican Post" got it's name. Charlie is still miffed that his name wasn't the winner.

Here is Mort's slightly edited response:

Rather than limit myself to just the origin of the name I'm going to add some of the early history of the Association as well.

Sometime in 1984 I was talking to my former squadron skipper, John Chappell (1953), in Rosie O'Grady's in Pensacola. We both agreed that 45 was the best squadron in our careers. We agreed that we should have a reunion! "Why don't you do it, Mort!?" So, I started collecting names and got a pretty good response from advertising a potential reunion in a number of Navy/military themed publications.



*Mort Eckhouse circa 2012.*

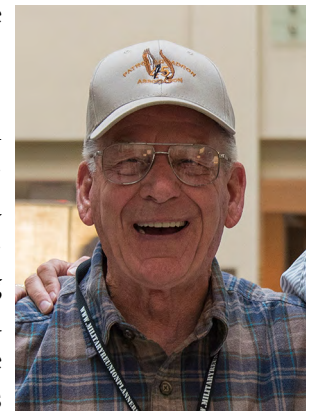
In 1988 John found Jay Thomas (another Association Founder) who felt the same about a reunion. I contacted Jay and we "bonded". Jay had sent out two handwritten informational newsletters to names he had collected (See [HERE](#)). This was in September and the follow-up in December 1989. His third, typewritten letter contained a roster of 170 names. Halleluiah! More than enough to schedule a REUNION! By the time the still unnamed newsletter came out in April 1990,



*Charlie Caldwell at the 2016 Reunion.*

announcing our first reunion would be held in Pensacola on 26-28 October 1990, we had a roster of 247! That was some reunion. There were 164 "veterans" of VP-45 accompanied by 144 companions in attendance. There were 11 former CO's and two RADM's, Bill Pendley and Jake Tobin amongst us. Jake was one of our speakers and coincidentally was the featured speaker in our October 2016 reunion. A vote was taken as to hold another reunion. An overwhelming number were in favor. The rest is history.

Now, about naming the newsletter. In the wonderful newsy newsletter following the reunion (yes, Jay was still the editor), a request was finally made to submit a name for our newsletter. There were 8 newsletter name nominations as reported in the October '91 newsletter (See [HERE](#) - 2nd half near bottom): "Pelican Post" received 4 votes, (one of which was mine, Charlie); and one vote each for: "Pelican News" (Charlie's); "Pelican Postings", "Pelican Poop", "Pelican Patter", "45 Forecaster", "45 Informer" and "VP-45 Voice". Well, seems like the "Pelican Post" was the clear winner and (again)the rest is history.



*Jay Thomas at 2016 Reunion.*

There was another "Clarion Call" in the March '91 newsletter. Well, it was really a "Plaintive Plea" for someone to step in and, at long last, relieve Jay as editor and that someone was Charlie Caldwell. His service to us was the "glue" that helped hold this fledgling Association together over the early years and beyond. The team of Jay Thomas, Dave Johnson and Charlie Caldwell combined, started this Association off. The officers that followed maintained the momentum started in those early years. Enough said,

Mort

# Community News

By: Jack Keane

March 2017

## Patrol and Recon Group Report

by: RDML Kyle Cozad, Commander, Patrol and Reconnaissance Group



RDML Cozad

The Maritime Patrol and Reconnaissance Force entered the New Year healthy, prosperous, and ready to answer all bells. This is evidenced by some noteworthy accomplishments in 2016, which included seven operational deployments; 30,463 flight hours flown; and over two dozen “cased” targets prosecuted. The MQ-4C Triton achieved acquisition milestone “C” and the first Triton squadron, VUP-19, officially stood-up in Jacksonville. We received our 50th Fleet P-8A and began Air-to-Air refueling training at VP-30. P-8 deployed for the first time to Fifth and Sixth Fleet AORs, and MPRF MILCON projects progressed around the world including the opening of the new West Coast Fleet Training Center (FTC) at Whidbey Island. Our first P-8A Quick Reaction Capability (QRC) aircraft began its modification and our closest allies advanced their efforts to partner with the United States to procure their own P-8 and Triton aircraft. Our complex transition from the Mighty Orion to the P-8A Poseidon is now over 50% complete.

In 2016 we remained right on schedule with all our active component East Coast squadrons having transitioned to the P-8A, and the first West Coast P-8A squadron, VP-4, having executed its homeport change from Kaneohe Bay, HI, to Whidbey Island, WA. Our two reserve squadrons will continue to augment the active component with LSRS equipped P-3’s until introduction of the P-8’s Advanced Airborne Sensor (AAS) and with the eventual retirement of the last reserve P-3s, our reserve forces will continue to serve in support of Triton operations.

### VUP-19 Commissioning Ceremony

Hundreds of friends and shipmates assembled at NAS Jacksonville Hangar 117 Oct. 28 to celebrate the commissioning ceremony of Unmanned Patrol Squadron (VUP) 19.

Unmanned Patrol Squadron (VUP) 19 “Big Red” held a commissioning and change of command ceremony Oct. 28 at NAS Jacksonville Hangar 117. CDR Benjamin Stinespring assumed command of the squadron from CDR Shannon Clark, who was part of the team that stood up VUP-19 on Oct. 1, 2013, and where he



“Big Red” is back!

served as officer-in-charge for the next three years. The mission of VUP-19 is to operate the MQ-4C Triton Unmanned Aerial System (UAS) continuously from fixed land bases around the world to support operational and exercise requirements of combatant commanders. The MQ-4C Triton UAS is operated by crews consisting of Navy P-8A pilots, naval flight officers and aviation warfare operators. VUP-19 provides the organizational framework for mission control, mission planning and data analysis from its headquarters at NAS Jacksonville.



Capt. Christopher Flaherty (left) salutes Capt. Brett Coffey (right) during U.S. Naval Forces Central Command’s (NAVCENT) maritime patrol force, commander, Task Force (CTF) 57 change of command.

### Flaherty Relieves Coffey at CTF 57 Change of Command

U.S. Naval Forces Central Command’s (NAVCENT) maritime patrol force, Commander, Task Force (CTF) 57, held a change of command ceremony,

officiated by Vice Adm. Kevin Donegan, commander of NAVCENT at Naval Support Activity Bahrain, Nov. 8. CAPT Christopher Flaherty relieved CAPT Brett Coffey as Commodore of CTF 57. CTF 57 provides maritime patrol and reconnaissance aircraft throughout the U.S. 5th Fleet area of operations. The task force supports four task groups comprised of more than 650 personnel, operating from four countries with four variants of P-3 Orion aircraft and Broad Area Maritime Surveillance-Demonstrator (BAMS-D).

### Patrol and Reconnaissance Wing 10 Changes Hands

Commander, Patrol and Reconnaissance Wing (CPRW) 10 held a change of command ceremony in Hangar 6 on board Naval Air Station (NAS) Whidbey Island, Nov.



*CAPT Robert W. Patrick, right, Commander, Patrol and Reconnaissance Wing (CPRW) 10 relieves CAPT Brett W. Mietus, of his duties CPRW-10.*

10. Captain Brett Mietus was relieved by Captain Robert Patrick as Commodore of CPRW-10. Rear Adm. Kyle Cozad, Commander of Patrol and Reconnaissance Group (CPRG), was the keynote speaker at the event.

### CPRW-11 Change of Command

CAPT Anthony Corapi was relieved by CAPT James Robinson Jr. as Commander, Patrol and Reconnaissance Wing ELEVEN in a traditional change of command ceremony Feb. 3. The ceremony was held in Hangar 117 at Naval Air Station (NAS) Jacksonville. The guest speaker was CAPT George Vasilakis, executive officer, United States Central Command. Also in attendance were RDML Kyle Cozad, Commander, Patrol and Reconnaissance Group.



*CAPT James Robinson Jr., USN, CPRW-11*

## HOT OFF THE PRESS

### The National Flight Academy

By Doug Mitchell

For everyone's information, our Association members unanimously voted at the reunion business meeting to donate \$2500 over a two-year period to the National Flight Academy in Pensacola, Florida. That is one \$1250 scholarship for one student per year. We funded our first student Joshua Smith, grandson of member James Lytle, last summer. Check out the article in the September Newsletter if you missed it. Click [HERE](#) to view.

We are offering that same opportunity this year to a member's daughter, son, granddaughter or grandson with good grades between the ages of 11 and 17. Please check out the dates available below and contact me as soon as possible if anyone is interested. You will be responsible for getting the student to and from Pensacola.

May 28 - June 2/June 4 - June 9/June 25 - June 30  
July 2 - July 7/July 9 - July 14/July 16 - July 21  
July 23 - July 28/July 30 - August 4/Aug 6 - Aug 11

The National Flight Academy offers one of the most exciting and immersive learning experiences in the world - inspiring students to take an interest in science, technology, engineering and mathematics (STEM). Students apply science and math skills while planning missions, utilizing large Newline interactive displays powered by Google Earth technology, learn to fly in the X-12B Triad experimental aircraft, eat in the mess deck and sleep in staterooms. Check out this video for more info: [National Flight Academy](#).

If we have more than one student request, the Officer's of the Association will gather appropriate information and choose who we think is the most deserving of this opportunity. Contact me by May 1st to nominate a student ([poohbearmit@aol.com](mailto:poohbearmit@aol.com) or 678-650-7500)

# ALUMNI NEWS

## Mini-Assembly in Tennessee

We received the below from Les Carl back in late-November:

Please mark your calendars and make your plans NOW for October 4-9, 2017 in the lovely Smoky Mountains of Tennessee. Skipper Dave Bennett and Carol, and Jane and I will host a Mini-Assembly at the Wyndham Smoky Mountain Resort at Sevierville, TN on Wednesday through Sunday.

We'll open Fly Trap IV on Wednesday, Oct. 4 (perhaps with help from a willing volunteer), and depart the resort on Monday, October 9th.

Sevierville is a lot like Nashville with many music shows, a Dollywood Theme Park, museums and other attractions. Foliage should be colorful when we are there so it will be busy, but not as crowded as the summer months. Sevierville, Pigeon Forge and Gatlinburg are all in a pile there and the entrance to Great Smoky Mountain National Park is nearby as well.

Here is the Resort address where we have booked condos:

Wyndham Smoky Mountains (Governor's Crossing) Resort

308 Collier Drive

Sevierville, TN 37862

Phone: 865-774-3960

## Resort Details:

Southern Spirit in the Smokies. When you stay at Wyndham Smoky Mountains in Sevierville, you're right at the heart of America's number one national park destination, close to outdoor fun and top draws like Dollywood, Splash Country and more. You'll find a non-stop bevy of live entertainment and activities, plus a warm, friendly Southern spirit that will stay with you long after you return home.



*The "Lazy River" at the Wyndham Smokey Mountain Resort.*

## Helpful Hints:

- Super store and groceries, 1 mile; lots of nearby restaurants, theaters, shopping;
- Vehicle suggested to reach on-site amenities, area attractions (if trolleys aren't your thing);
- Limited parking; two parking passes per unit (we will have 4 passes but will work out some carpooling, etc. to get to-from);
- We are unable to provide parking for recreational vehicles, trailers or boats on property;
- Fun Time Trolley (seasonal);
- All of the pools at this resort are saltwater pools; and
- Smoky Mountains guests do not have access to Great Smokies Lodge amenities and activities.

Jane and I have visited Sevierville several times now and always enjoy exploring the area. We've taken day trips to the Biltmore (Carnegie) Mansion and Winery at Asheville, NC (about 1.5 hours away); toured



the Oak Ridge National Labs complex and Museum at Knoxville (about 40 miles away); visited the National Park every time there (bring your family pass to the National Parks system; and done shopping visits to the shops and artist dens at Gatlinburg and Pigeon Forge. There is golfing in the area, though I have not personally explored the golfing scene.

Perhaps we can organize a group visit to the Dolly Parton Stampede or go to a local eatery one night. My friend Alan Syms is semi-retired in Sevierville from a life of song writing and performing out of Nashville. We hope to have him help us set up a local jam session with food and drinks that we can all attend. Those who play or sing could bring an instrument and join the fray if this goes as we envision. More later.

Click [HERE](#) and the link will take you to a Sevierville website where you can explore the area nearest to our condo and find resorts, hotels and other lodging arrangements. For those flying in, Knoxville, TN would probably be your best bet.

Well, there you have it! Make your plans now to come join us this coming October. There should still be availability at the timeshares there now. By early next year it might be tougher finding open inventory to book. Hotels should also be available for booking into next year.

Thanks so much, and we wish you all have a great holiday season and hope to see you this October at Sevierville!

Les and Jane Carl

### Mini-Reunion in Colorado

Ahoy Pelicans!

There is a mini-reunion planned for early June 2017, in Colorado Springs CO, for VP-45 members who were in the squadron in the 1950's (and, of course, any other era Pelican is welcome). Harry Mendelson is the host and master planner.

The plan is to assemble at a hotel to be named later on a Thursday (probably June 8-11) thru Sunday.

Harry and his wife, Thuy, have visited the area, spoken with the Air Force Academy, the WW II Museum and the Olympic Village folks about tour/visit agenda. There are at least five couples who are already committed to attend, and this message is to alert you of the planned event and invite you to consider at-

tending - and passing the word to any you might think may be interested.

We had a really nice similar reunion in 2015 in Palm



*Scenic Colorado Springs. Here is a view of Pike's Peak.*

Desert, California, so this one is maybe another great mini reunion. There should be no snow but cool and nice weather in June.

Please contact Harry at [<11hm11@comcast.net>](mailto:11hm11@comcast.net) for more information and let him know if you are considering attending - or not.



*VP-45 member Mike "Mole" Olenick (on right) attended his Miami of Ohio NROTC Reunion this past fall. Here with buddy, "EZ" Ryder.*



# SQUADRON NEWS

## VP-45 Participates in Air Combat Power Visit 2016

A P-8A Poseidon from Patrol Squadron (VP) 45, exhibited in the Royal Air Force (RAF) “Air Power Visit 2016,” Oct. 24 - 26 in Coningsby, England. The



*Petty Officer 2nd Class Joseph D'andrea (right) a VP-45 electronic warfare operator, explains characteristics of the P-8A Poseidon*

Pelicans' participation in the event offered RAF leadership - who are replacing their Nimrod maritime reconnaissance aircraft with the P-8A Poseidon – an opportunity to gain firsthand experience with the new aircraft.

VP-45 Executive Officer CDR Ryan Lilley said, “Static displays that provide opportunities for our allies to learn about our capabilities are rare and invaluable. We don't often get to talk face-to-face while also being able to touch and see the aircraft.”

This was the first time that the new P-8A multi-mission surveillance aircraft has been a part of the Coningsby event. The P-8A Poseidon, the U.S. Navy's replacement for the P-3C Orion aircraft, is capable of broad-area maritime and littoral operations. The P-8A Poseidon is a long range anti-submarine warfare, anti-surface warfare, intelligence, surveillance, and reconnaissance aircraft. The aircraft is one of seven that will be operating throughout the U.S. 6th Fleet theater, and represents the U.S. 6th Fleet's continued commitment to partners and allies in the region.

## VP-45 Responds to Clyde Challenger SAR Effort

Her Majesty's Coast Guard received an emergency beacon from *Clyde Challenger*, a 60-foot sailboat transiting from the Azores back to the United Kingdom (UK), Feb. 10. The sailboat took on a rogue wave which snapped its mast, leaving it stranded in a severe sea state and weather conditions. A nearby ship, UK tanker *CPO Ferdinand*, responded to the distress signal and shielded and monitored the vessel until further relief could arrive.

Sailors from the “Pelicans” of Patrol Squadron (VP) 45 responded to the call, and dispatched two crews and two P-8A Poseidon aircraft to provide aerial coverage while waiting for Royal navy destroyer HMS *Dragon* (D35) to arrive on station. “P-8 presence on station provided continuous, rescue scene condition updates to Her Majesty's Coast Guard and facilitated a communications relay between the *Clyde Challenger* crew and the HMS *Dragon*,” said LT Rodrigo Cunha, VP-45 tactical coordinator.



*CDR Jason Williamson, (left) and LT Bob Valentich, both assigned to VP-45, fly a P-8A Poseidon aircraft during qualification training, Nov. 17, 2016. The squadron is trained to conduct a full spectrum of joint naval operations – including search-and-rescue – often in concert with allied, joint, and interagency partners.*

LT Lindianna Steffan, mission commander, and her P-8 crew arrived on station and established a 30-min-

ute communications window with *Clyde Challenger*, maintaining updates on the crew's status and overall health of the vessel. "It was a privilege to be the communications relay and provide the crew with any updates to the status of their rescue," said LT Caroline Sabatt, VP-45 tactical coordinator. "We were thrilled to be able to inform them when the HMS *Dragon* was inbound and provide their instructions for rescue. You could hear the relief in their voices knowing that help was on the way and the rescue would commence soon."

*Dragon* was conducting routine operations when the ship was diverted to assist in the rescue operations. The second P-8A crew, led by LCDR Michael Winters remained on station and assisted vectoring *Dragon* to intercept *Clyde Challenger*. The crew was able to maintain eyes on *Clyde Challenger* and witnessed four of the crewmembers' safe transfer from the sailboat to *Dragon*. All 14 personnel on *Clyde Challenger* were safely rescued.

### 'Pelicans' Participate in Northern Coast 2016

A P-8A Poseidon assigned to Patrol Squadron (VP) 45 arrived in Aalborg, Denmark recently for the Northern Coast 2016 exercise. Northern Coast was



*LTJG Cameron Flora (right), Patrol Squadron (VP) 45 co-tactical coordinator, briefs members of VP-45's Combat Aircrew One before their first flight event in Denmark.*

the first exercise to be supported by the new P-8A Poseidon on its maiden operational deployment to the 6th Fleet area of operations. The event is a German Navy-scheduled multi-national exercise that brings together maritime air and maritime special operation forces to train in confined and shallow

water environments.

"VP-45 could not have been more excited than to be in Aalborg to participate in Northern Coast," said LCDR Scott Hudson, detachment officer in charge. "The P-8A provides an unprecedented advancement in air based maritime patrol that we hope will be evident throughout the exercise and our first deployment to 6th Fleet."

VP-45 provided support to multiple anti-submarine warfare operations and one anti-surface warfare mission. The crews showed off the capabilities of the P-8A throughout the entire exercise. Working with other countries proved to be a challenge especially since they had never worked with a P-8A. Through these challenges, all countries involved learned how to work in conjunction with a prime maritime asset. This exercise demonstrated that the P-8A was ready to take over the challenging 6th Fleet area of operations.

The exercise would not have gone as smoothly without the extraordinary maintenance team that accompanied the two crews to Aalborg. Petty Officer 2nd Class Thomas Ford exercised extreme work ethic, by staying late into the night to fix our communication systems during the exercise. The rest of the maintainers strove to the same work ethic, to keep the plane in good shape and ready to fly for the next mission. The relationships established and grown during this exercise will leave a lasting mark in the international community.

### VP-45 Conducts Static Display in Naples



*VP-45 CO, CDR Jason Williamson (left), leads a tour in a squadron P-8A Poseidon for Commander, U.S. 6th Fleet, Vice Adm. James G. Foggo III, (right); and Director of Operations, U.S. European Command, Maj. Gen. Gordon Davis Jr., (second from right), at Naval Support Activity Naples, Italy, Sept. 6, 2016.*



## TREASURER'S TWO CENTS

By: Ron Christopher

2016 was a great year for the Association. Financially, we are doing well. The beginning balance for the year was \$25,296. The end of the year Balance is \$28,486. When you read the Financial Statement, you must remember this report only covers the last three months. (Oct, Nov, Dec).



You, may note under INCOME the Net Reunion Revenues of \$3730, and think WOW, but really, the overall increase to our Association from the Reunion was \$412. So why the difference?

The difference is that in the first three quarters we spent lots of dollars in preparation for the Reunion and those expenses were recognized during those previous quarters. The Reunion was in the fourth quarter, and we also settled with MRP for the reunion.

Our goal was to break-even on the Reunion. Had we spent an additional \$2.13 per the 193 attendees we would have met our goal to the penny.

But, hey, how about that reunion? We have had nothing but compliments. Our modest growth in our balance was realized ONLY because we have members who have made contributions to our non-profit association in the amount of \$1972, for this year. **We are a non-profit organization and we do accept contributions in the form of cash or checks for the Association**, and I will provide you a letter that supports your donation which is tax deductible. (That was a public information notice, not a plea for donations.)

We welcomed thirty-four old-Pelicans into the Association this year. Many of these members joined the Association at the encouragement of former shipmates who wanted them to come to the reunion. It is incumbent on each of us, not just the

Association Officers to invite former shipmates into the Association.

It is that time of year to collect dues from those members where dues expired December 31, 2016. Refer to column C of the Roster beside your last name. If that number is 16 please send me your check or make an online payment. \$10 per year, \$40 per 5 years or \$200 for Life membership. When you turn 80 you are granted Life membership. If you have any questions, please contact my relief, Spence Cunningham at [awcmspence@comcast.net](mailto:awcmspence@comcast.net)

Best to all of you, Ron

### PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT

|                          |             |                           |
|--------------------------|-------------|---------------------------|
| All Funds                | 30 Sep 2016 | \$24,182.00               |
| Income:                  |             |                           |
| Dues                     | \$742.00    |                           |
| Donations                | 80.00       |                           |
| Net Reunion Revenue      | 3730.00     |                           |
| <b>Total Income</b>      |             | \$4,552.00                |
| Expenses:                |             |                           |
| Printing/Postage         | \$19.00     |                           |
| NFA Donation             | 0.00        |                           |
| Website Fees             | 229.00      |                           |
| Office Supplies          | 0.00        |                           |
| Resale Merchandise       | 0.00        |                           |
| Misc. Fees/Exp           | 0.00        |                           |
| <b>Total Expenses</b>    |             | \$248.00                  |
| <b>Net Income</b>        |             | \$4,304                   |
| <b>Capital Assets</b>    |             |                           |
| <b>Total Cash Assets</b> | 31 Dec 2016 | <b><u>\$28,486.00</u></b> |

# MAILBAG

The “Mailbag” is by far the most important part of the newsletter – where our members get the opportunity to post their thoughts and get the word out on what they’ve been up to. Please keep those e-mails and letters coming! – Jack

Hey Jack,

Gordon Jones is a VP-45 Association Member and a friend of mine from 1950’s in VP-45. He was in a VP squadron in Hawaii (VP-17 I believe) that may be in the background of the VP-45 history. Whenever the USS *Pearl Harbor* goes to sea or returns to San Diego, he is there on the pier (or used to be).

Charley Caldwell

[Editor’s Note: the article which appeared in the San Diego Union-Tribune can be found [HERE](#).]

Hey Jack,

The Pelican Post downloaded beautiful, Jack. Loved the cover-that P-8 looks like she has a bone in her teeth. More comments if need be from me later. Read first then nit-pick, right?

As usual, Mort



Cover of last Newsletter

Hey Jack,  
Great newsletter with absolutely fantastic content. Well done!

Thanks, Ray Gill

Hey Jack,

Great job on the newsletter, Jack!  
Great reading to keep me up to date and prepare me in case my country needs me

again!

Bill Slagle

Hey Jack,

Wonderful piece of work!!! THANKS!!!

Paul Nadeau



Hey Jack,

Thanks for all your work to keep us informed. Beautiful job on the Post. I have moved and I would appreciate it if you could change my information in the roster.

Paul Dykeman

[Paul, roster updated!]

Hey Bill and Jack,

You two keep on wowing everyone!! “Great Newsletter” or “Good Job,” is NOT good enough!! But I’m not educated enough to send you the fitting words that you both deserve.

I wish I had known that you were doing a story on the USS *Yorktown*. I was on her for a 30-day short cruise, while being assigned to HS-2. Some RADM wanted to see how our CAG (CVSG-57), normally assigned to the USS *Hornet*, would function aboard the *Yorktown*. The Yellow Shirts broke 60 tail wheel lock pins during that 30-day short cruise. HS-2 presented a plaque, with a broken lock pin attached, for the occasion, to some officer, for this world record.

I don't think that the crew liked our CAG!! HS-4, that normally cruised on the *Yorktown*, replaced HS-2 for the Historic APOLLO 11 Pick-up. Believe it, or not, HS-2 made ALL the practice pick-ups!! Many, many short cruises.

I also would like to have met the young man that went to the Flight Academy. Please keep me in mind on future attendees.

Could have hooked you up Bill, with Dr. Harris, the author of *The Forts of Bermuda*, also a local big-wig and a close friend of the late Association member, Capt. Andrew Sinclair USN (Ret). Dr. Harris sent me an autographed hard copy of his book, which I still have to read. We also have an Assn. member named Henneberger, who lives in BDA. We were in the squadron at the same time.

My daughter-in law, Kristy Imhof (right), Escambia County, FL teacher of the year, has a one in two shot of flying back seat, with the Blues!! I told her to put me in if she gets picked and don't want to go!! Nothing wrong with dreaming!!

Please check out AHERO FOUNDATION and see how the ELKS at Pensacola Beach Lodge #497 have sponsored the fishing event, again!!

Finally signed up for the Reunion. Anxiously waiting to meet with y'all and others again!!

V/R, "PJ" Imhof

PS. Thanks for signing on again. That's dedication!!

Hey Jack,

First off, the latest edition is great and really states what Patrol Squadron 45 is all about today, in years

[Click Here to Send a "Mail Bag" Letter to:](#)

**"Hey Jack!"**

past, and they're on-going growth from "the time you/me were there in service" to where they are today ... all in real time with no political correctness as it seems so many have gone towards these past few years. The personal stories/history of Pelicans, the how, when and where really paints a picture of True American Heroes who paved the way for us and so many yet to come forward and onward.

We really look forward to future Pelican Posts as I have recently retired and can focus on many things that have always been my passion and planes and flying were always at the top.

Best personal regards for what you do for all of us!  
Mike and Carol Campbell – LN6 – 61' & 62'

Dear Doug, Joe, Jack, Ron and Bill,

I just couldn't let this year end without expressing my high complements to all of you for what I've heard from the "masses" was highest praise for the Charleston reunion. I was even fortunate to have a banquet program sent to me. We did lose a boat load of Shipmates and spouses in just two years. Sure sorry that I missed it! I'm just now coming out of a rotator cuff situation (right shoulder no less!) that proved to me that I was a lousy one finger left hand typist.



*Kristy Imhof may fly with the Blue Angles*

I do have one comment, 'tho.

Even though there was great attendance at this reunion it was not an "all time" record. I'd like point out that at our first reunion in 1990 there were 308 attendees. 164 Shipmates and 144 spouses, etc.

My sincere Congratulations for being collectively reaffirmed in office for another term. I wish you and yours a most Happy and enjoyable 2017!

As the saying goes, "TTFN."

And my best regards, Mort

# BACK IN THE DAY

## Tools of The ASW Trade

By: Jack Keane

### Part Three:

#### FIDO – The First US Navy Acoustic Torpedo

ASW ordnance failed to keep up with advances in detection, both acoustically (the sonobuoy) and non-acoustically (MAD). Unlike projectiles, undersea weapons rely almost entirely on the force of the explosion in order to destroy the target. Determining both the effective lethal range of depth charges and the minimum charge to sink a U-boat proved problematic. Additionally, the probability of reestablishing contact after a first attack using depth charges was only about 50%, a result of the effect of the explosion on sound conditions – hence the introduction of MAD. As a result of this poor performance, there was high interest in developing new ASW weapons, particularly a relatively inexpensive, ASW acoustic-homing torpedo. At the outset of the War, the Germans were out in front of the Allies in developing and fielding such a weapon.

In 1934, the German *Kriegsmarine* began development of an acoustic direction-finding torpedo that could exceed 30 knots for use against warships. Early in the War, however, the objective speed was modified to 20 knots so that the torpedo could be used against merchant shipping, with the first model, *Falke* (Falcon) T4, available in late autumn 1942. Equipped with a contact fuze and a 600-pound warhead, *Falke* had a range of 5500-7700 yards against deep-draft vessels moving at 7-13 knots. First employed by *U-382* as part of wolf pack *Robbe* (Seal) on 23 February 1943 during an attack on the UK-to-Curaçao convoy UC-

1, causing damage to the British tanker *SS Empire Norseman*, it was ready for general operational use in July 1943.

May 1943 was the high-water mark of the Battle of the Atlantic. That month, Admiral Karl Dönitz lost 42 of his grey wolves (25% of available operational U-boats). These heavy losses made it imperative that an acoustic torpedo suitable for shallow-draft, fast-moving combatants be developed and fielded quickly. German scientists and engineers believed this torpedo could not enter service until at least early 1944 but, after increasing pressure from Dönitz, 80 such torpedoes, designated *Zaunkönig* (Wren) T5, were ready by 1 August. Equipped with a 600-pound proximity/contact fuze, *Zaunkönig* had an effective range of 5500-6200 yards against a target moving at 10-18 knots. It was nicknamed GNAT (German Naval Acoustic Torpedo) by the Allies, and first em-



ployed by *U-270* in wolf pack *Leuthen*, damaging the British River-class frigate *HMS Lagan* (K-259) during an attack on convoy ON-202. Taken into tow by the *Favourite*-class tug *HMS Destiny* (W-115) to the Mersey, the vessel was declared a total loss. Of the roughly 640 *Zaunkönigs* expended during the war, 25 combatants and 20 merchant ships were sunk.

The heat and humidity of the lower latitudes made both the *Falke* and *Zaunkönig* unsuitable for use in the tropics. Although *Falke* and *Zaunkönig* were the only two acoustic torpedoes to go into service, the Germans continued work on other acoustic torpedo technologies, including pursuit of a wire-guided, U-boat-launched torpedo designated *Lerche* (Lark).

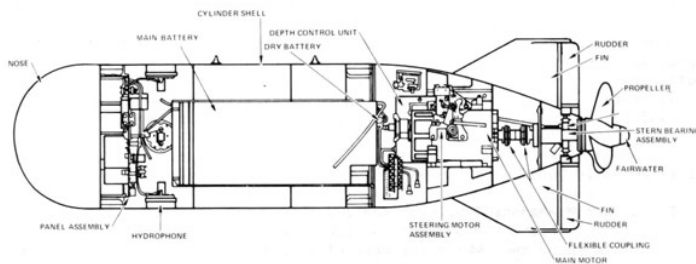
When Commander, Task Group Twenty-Two Point Three (CTG 22.3), embarked in *USS Guadalcanal* captured *U-505* on 4 June 1944 the US Navy came into possession of two fully functional *Zaunkönig* T5 acoustic torpedoes. Five months later, the Soviets raised the damaged hulk of *U-250* with two damaged *Zaunkönigs* on board. With the technical data gleaned from these finds the Allies were able to develop countermeasures such as *Foxer*, a towed 3,000-pound hollow tube with holes in it that resonated like a pitch-pipe when towed behind escort ships, confusing the acoustic torpedo.



For size perspective, the German G7e/T4 *Falke* torpedo is in the middle above.

Three days after the Japanese strike at Pearl Harbor, against considerable skepticism, the Bureau of Ordnance submitted the specifications for an air-launched acoustic homing torpedo to the National Defense Research Council (NDRC). Project FIDO (later PROCTOR) was promptly set up and pursued. For security reasons, the weapon was referred to as a "mine". Performance tests were underway in the summer of 1942, the first production model delivered to the Navy in March 1943, and its combat debut occurred in May 1943 when a Liberator from RAF Coastal Command damaged *U-456* near the Azores. *U-456* was later sunk by pursuing warships.

The torpedo was specifically designed to be deployed from an aircraft and hence had the equivalent dimensions of the usual 1000-pound bomb – diameter 19-inches and length 83-inches, with a total weight of 683-pounds. Using electric propulsion, it ran at



*For security, the Navy's first acoustic homing torpedo was referred to as a "mine" and looked more like a bomb.*

12-knots and homed on a sound source of 24 KHz. At full battery capacity, it could run from 12-15 minutes, traveling approximately 6000 yards, after which it sank.

FIDO was subject to tight operational restrictions – it was not to be released unless the target was submerged or diving so that the weapon could not be observed. Additionally, it could not be deployed in proximity to land or Allied shipping to both limit observation of the weapon and to avoid potential acquisition of the Allied ship.



*MK-24 FIDO being loaded on a K-type airship.*

During the War, approximately 240 FIDOs were deployed by Allied forces in 264 attacks, 60 of which were deemed to be against non-submarine contacts. As a result of the

remaining 204 attacks against Axis submarines, 55 submarines were sunk or damaged for a 27% success rate. US forces carried out 142 of the 204 attacks achieving a success rate of 32% with 46 submarine contacts sunk or damaged.

### Battleground Atlantic – A Case Study

Commissioned on 18 December 1943 at Kure, Japan, the Type C-3 submarine *I-52* under the command of Commander Uno Kameo, IJN, departed Kure via Sasebo for Singapore on 10 March 1944 on her maiden voyage. Designed primarily as a cargo submarine, *I-52* had a crew of 100, displaced 2500 tons, had a maximum surface speed of 16 knots with a 21,000-nautical mile cruising range.



*Only known photo of I-52.*

Her cargo from Japan included 9.8 tons of molybdenum, 11 tons of tungsten, 2.2 tons of gold in 146 bars packed in 49 metal boxes, 3 tons of opium and 54 kilograms of caffeine. The gold was payment for German optical technology, the remaining cargo was considered strategic cargo for the German war industry. She also carried 14 passengers, primarily Japanese technicians, who were to study German technology in anti-aircraft guns, and engines for torpedo boats. In Singapore, she picked up a further 120 tons of tin in ingots, 59.8 tons of raw rubber in bales, and 3.3 tons of quinine, and headed through the Indian Ocean, to the Atlantic Ocean, bound for Lorient, France. There, she was to return with up-to-date arms and data on such new weapons as the V-2 rocket.

By this time in the War, both the German and Japanese naval codes had been broken by the Allies. On 11 May 1944, as *I-52* passed south of Madagascar, she was identified by US Naval Intelligence by her code name *Momi* (fir tree). On 6 June 1944, an encrypted message from the Japanese Naval Attaché in Berlin, Rear Admiral Kojima Hideo, advised the submarine that the Allies had landed in Normandy, thus threatening the German U-boat base at Lorient, France. She was advised to consider Bergen, Norway as an alternate destination. She was also instructed to rendezvous with the German submarine *U-530* on 22 June 1944. *U-530* was to provide the *I-52* with a NAXOS radar receiver as well as a German naval officer and technicians skilled in the operation of NAXOS. *I-52* responded with her position. The message was again intercepted and decoded by US

Naval Intelligence.

Enter USS *Bogue* (CVE-9), the first escort carrier to be assigned to convoy escort duty. In April 1943, under the command of CAPT Giles Short, and with VC-9 embarked, she sank *U-569*, and in June 1943 *U-217*, *U-578*, and the U-tanker (milk cow) *U-118*. In May 1944, *Bogue* was back at it with a new com-



Escort Carrier USS *Bogue* (CVE-9) in "dazzle" paint with two TBF Avengers up forward.

manding officer, CAPT Aurelius Vosseller, former commander of the Atlantic Fleet Anti-Submarine Development Detachment, and a new embarked squadron, VC-69 with nine General Motors FM-2 Wildcats and 12 Grumman TBF-1C Avengers, as part of Task Group (TG) 22.2.

At 2120Z on the night of 23 June 1944, *U-530* rendezvoused with *I-52* and, by 2340Z, had completed transfer of personnel and the NAXOS radar receiver. At 2339Z, LCDR Jesse Taylor, commanding officer of VC-69, flying an Avenger, made radar contact with *U-530* and *I-52*. Just after midnight on 24 June, *U-530* dove and departed the area enroute to the Caribbean. Taylor dropped two parachute smoke lights and two sonobuoys. After descending to 300 feet and slowing to 125 KIAS, he released a flare and spotted *I-52* on evasive maneuvers. He deployed two depth charges close aboard, forcing *I-52* to submerge. Immediately, Taylor detected the submarine on sonobuoys, turned to starboard and came down the submarine's track. His first attempt at deploying a FIDO failed, so he circled around, slowed to 120 KIAS, descended to 250 feet and successfully deployed his weapon. The smoke light attached to the torpedo indicated water entry

550 feet in front of the target – a perfect deployment. After three more minutes of listening to propeller noises, an impact was recorded. Taylor deployed six more sonobuoys (three failed) and detected no propeller noises – all data was recorded on a wire on board the Avenger.

After being relieved by LT(JG) William Gordon, Taylor departed station at 0115Z. Flying with Gordon in his Avenger was Price Fish, a civilian from the Underwater Sound Lab in New London, CT. Gordon's wingman was LT Art Hirsbrunner. Fish reported hearing propeller noises on Taylor's sonobuoys. At 0154Z Gordon deployed a FIDO from 350 feet. Detonation occurred 18 minutes after deployment at 0212Z. The next morning, USS *Haverfield* (DE-393) and USS *Janssen* (DE-396) spotted a debris field with what appeared to be convincing evidence that the submarine was Japanese.

In his "Report of Anti-Submarine Action by Aircraft," dated 3 July 1944, CAPT Vosseller stated that he believed the attack to be the "first successful use of sonobuoys, the MK-24 and sonobuoy recorders in conjunction, and certainly the first such attack at night." Both Taylor and Gordon received the Distinguished Flying Cross for their actions. The sonobuoy recordings of the last few moments of *I-52*'s life still survive in the US National Archives in Washington D.C. in the form of two thin film canisters marked "Gordon wire No. 1" and "Gordon wire No. 2" dated 24 June 1944.

In the Spring of 1995, Paul R. Tidwell, a maritime researcher, discovered *I-52* in the vicinity of 1516N/03955W. In a *New York Times* article dated 18 July 1995, Tidwell stated, "It's amazing the condition she's in. There are no rivers of rust like on the *Titanic*." More can be found at his website (Click [HERE](#)).



TBF-1C Avenger

Subsequent to the discovery of the wreck, analysts at the Johns Hopkins University Applied Physics Laboratory, experts in analyzing modern submarine sounds, studied the recordings from the attack and concluded that the *I-52* was sunk by Taylor. The propeller sounds heard by Gordon were actually from the U-Boat, nearly 20 nautical miles away, reaching Gordon's sonobuoys through a "surface duct".

The MK-24 FIDO remained in service until 1948.



**Robert K. Beaudoin**, 94, born December 23, 1921, passed away peacefully on May 19, 2016. He is survived by his family, Susan and William Hiatt, Kelsey and Mike Wasylenky and Sydney, Maelle and Sloan and several nieces and nephews. He was preceded in death by his wife, Betty.

**Captain Franklin David Bryant, Jr. (USN, Ret.)**, 68, passed away on February 18, 2017.

**Carolyn Chapman Butler**, 82 of Cookeville, TN died Friday morning, June 6, 2014 at her home.



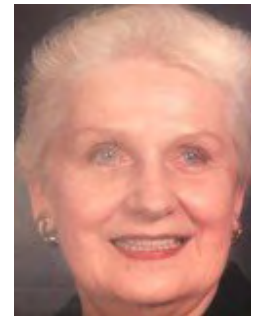
*Carolyn Butler*

She was born May 20, 1932, in Gainesboro, Tennessee to the late Henry and Ela Graham Chapman. In addition to her parents, she was preceded in death by a brother, Henry Sherrill Chapman. Mrs. Butler graduated from Tennessee Tech University with honors in 1956. After graduation she worked as an extension agent for the University of Tennessee in Scott County, TN. She

moved to Knoxville and taught elementary school until her retirement. She was an active member of Karns Church of Christ in Knoxville. She and her husband later moved to Cookeville and became members of Collegeside Church of Christ. She is survived by her husband of 57 years, Charles Butler (whom she married May 30, 1957 in Gainesboro); two daughters, Jeanette Gutzman of Hendersonville, Marcia Reel of Cookeville, son and daughter-in-law, Lee and Nancy Butler of Ohio; brother and sister-in-law, Joe and Carol Chapman of Franklin, TN; sister and brother-in-law, Marilyn and Larry Taylor of Smyrna, TN; nine grandchildren.

**Billie Ruth Shaffner Chappell** passed away 13 February 2017. She was born in the Mississippi Riverfront town of Louisiana, MO to the late Jessie

Marion Shaffner and William Henry Shaffner. She was educated in the Louisiana public schools and attended Stephens College in Columbia, MO. In December of 1945 she married the love of her life, John Chappell. They were married for 59 ½ years until his death in 2005. They were blessed with three daughters, Rebecca Cusick (Terry), Janice Wells (Harrison), and Bobbie Dahlgren (Tim), and seven grandchildren, Carrie Marxmiller, Chris Marxmiller (Amy), Wendy Martin (Dan), Erin Thompson (Matt), HD Wells, and Derek and Andrew Dahlgren, as well as ten great-grandchildren. Billie was preceded in death by her sister Martha Wahl and brother-in-law, Robert Wahl.



*Billie Chappell*

Entered into rest Tuesday, June 7, 2016, **Christine Lavada Dean**, age 85, loving wife of 55 years to George Dean. Christine was born in Memphis, TN on June 9, 1930, to George P. and Carolyn Ritchey. She was raised in Mississippi, moving around as her father practiced law and served in the state legislature; eventually settling in Indianola, MS. Christine studied art and piano while growing up and graduated in Indianola in 1947. She married George Dean (a career Navy man) in April 1961 and



*Christine Dean*

they moved to Meridian, MS where she taught first grade. A transfer to Guam found her teaching first grade for three years. Moving to Pennsylvania, where her husband was sent to recruit, she took further education classes at Slippery Rock College and substitute taught. Returning to Guam, she then taught first grade for four more

years. Again moving to PA, in 1974 as her husband retired, she took more courses at Slippery Rock College and at Westminster College. After moving to Augusta, GA, Christine attended Augusta College, acquired certification in GA. and taught first grade at Gracewood Elementary for 11 years. Survivors are her husband, George, sister: Carolyn King (Whit) of Birmingham and numerous nephews and nieces..

**F. Emmett Evans** of Berryville, VA passed away in March 2015.

**Robert E. Fary**, born 10 October 1949, passed away on 4 September 2016 at the age of 66. Formerly of



*Robert Fary*

Eatontown, NJ and longtime resident of Jacksonville, FL. Loving son of Gertrude D. and the late George T. Fary. Devoted father of Chad (Karen) Fary and Lisa A. Fary. Dear brother of Patricia Yuille, Lawrence Fary, Cathy Fary Desmond, Jean Fary Mego and Thomas Fary. Also survived by two grandchildren Zachary, Dylan and two great-grandchildren Kyra and Bryson. Bob was a 30-year veteran of the U.S. Navy.

**Rocky Freeman** lost his fight with cancer on October 30th, 2016. A celebration of Rocky's life was held on Veterans Day, Friday, November 11th at the Sugarloaf Outdoor Center. Rocky was a pilot in Patrol Squadron Forty-five during the early 1970's.



*Rocky Freeman*

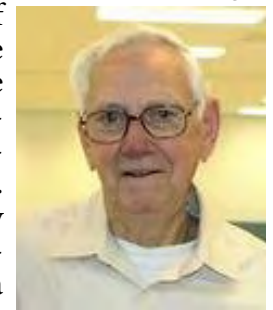
**Raleigh Gerald Green**, age 83 resident of Blairsville, Ga., passed away Saturday, February 4 at Union County Nursing Home in Blairsville, Ga. Gerald was born in Columbus, Ga. and pre-deceased by his parents, Waurene and Charlie E. Green, son, Craig Green and grandson, Matthew Green. Gerald was a graduate of Jordan Vocational High School in 1951. After his graduation, he served his country faithfully in the U.S. Navy for 4 years, flying in antisubmarine planes in the Canal Zone with Patrol Squadron Forty-five. He was pre-deceased by two brothers, Edward J. "Sonny" Green and Wayne Green, Starke, Fla. He worked for IBM for 34 years until he retired. He



*Raleigh Green*

was a Christian, he also loved fast pitch softball, he was a great pitcher; he loved to run; ran a marathon on his 50th birthday; he loved his grandchildren, loved talking about them; he loved motorcycles and riding with friends; he enjoyed coin collecting; he loved family reunions (not enough of them). He is survived by his wife, Charlotte; son, Keith Green, Ackworth, Ga., grandson, Nicholas Green, Ackworth, Ga., granddaughter, Morgan Green, Statesboro, Ga and grandson, Jonathan Green, Marietta, Ga, three siblings, Zonelle Taylor, Columbus, Ga., Lamar "Popeye" Green, Columbus, Ga., Herman Green, wife, Audrey, Valley, Al. many other relatives and friends.

**Charles Celestine Knott**, born 19 May 1934, passed away 12 August 2016. Charlie was born to Virgie Lee and James Eugene Knott of



*Charles Knott*

Wilhelmina, MO. He was the seventh of eleven children. He is preceded in death by his siblings: Sr Kate, Sr Minnie, William, James, Mary and Mary. Survived by his siblings: Mary (Red), Mable, Pat, and Margaret. He and his wife Pat (Patricia Ann Bartnett) were married on January 18, 1938, and celebrated their 50th Wedding Anniversary in January 2016. He was a long-time member of Immaculate Conception Catholic Church, where he donated countless hours of volunteer service. He was a member of Catholic Financial Life (Catholic Knights of America). Charlie retired from the City of Clayton, Maintenance Department. He was a handy man extraordinary – and never met a lawn mower he couldn't fix. Charlie was a Veteran of the US Navy, serving with the VP 45 Squadron (Pelicans). Among the ships he served on were the USS *Bon Homme Richard*, the USS *Hornet*, and the USS *Wasp*. Charlie is survived by his wife Patricia. Loving father of: Brain (Marla) Knott, Catherine (Joseph) Adlon, Nancy (Ron) Flamm, and Dale (Christina) Knott. Beloved 'Paw-Paw' to: Andie Knott, Christian Flamm, Anna Knott, Madison Flamm, Elizabeth Knott, Joseph Adlon, and Charlotte Knott.

**Vice Admiral Richard "Dick" Archibald Miller** passed away peacefully on February 22, 2016 in Monterey, California. A native of West Orange, New Jersey, Vice Admiral Miller was born on March 9, 1927 to Archibald James and Gertrude Lee Miller. Vice Admiral Miller received a War Diploma from





West Orange High School in 1945. He enlisted in the United States Navy in March 1945 as a Seaman Recruit. After graduation, he attained a Fleet Appointment to the United States Naval Academy in 1946. He graduated from the USNA in 1950 with a Bachelor of Science degree and an Ensign, Line Commission. He was a graduate of the Naval Postgraduate School in Monterey, California and held a Master of Science Degree in Operations Research. He was also a graduate of the Army War College in Carlisle Barracks, Pennsylvania. In 1971, he was assigned to Harvard University where he was a Fellow at the Center for International Affairs. On June



VADM Dick Miller

2, 1951, he married his high school sweetheart and the love of his life, Claire Ella Meylich in West Orange, NJ. In his retirement, Dick served on the Board of Directors of USAA for ten years. He served as Trustee of the Naval Postgraduate School Foundation for fourteen years; nine years as President. Dick is survived by his wife, Claire, his three sons, Rick (Melinda), Ron

(Kathy), Tim (Sarah), grandchildren Christine and Bradley, Robert (Kelli), Danny (Diana) and Caroline (Sean), Russell, Ryan and Allison; great grandchildren Maeve, Desmond, Kieran, Graham and Greysen.

**Charles Frederick Sexton Jr.** “Charlie” was born July 16, 1930 in Hartford CT. to Charles F. Sexton and Adele Susan. Charlie grew up in Poughkeepsie, NY where he graduated from Arlington High School in 1948 and enlisted in the United States Navy. After enlisting and starting his Navy career as a radio operator, Charlie was given the opportunity to go to officer candidate school and on to flight school where he was awarded his gold wings on April 3, 1953. This was the start of his lifelong career and true passion as an aviator. Upon graduation from advanced flight training, Charlie served in the Korean War as part of VP-2 as a plane commander before retiring to the reserves with the rank of Lieutenant JG. After returning from the war, Charlie went to work for Eastern Airlines, where he met his future wife, Mary. He spent the next 33 years doing the thing he loved most, flying. Charlie raised his family in Poughkeepsie, NY before retiring to Blythewood, SC and Mt. Pleasant, SC. His second passion in life was fishing and building custom fishing rods, which he loved to teach and do. Charlie was a master rod builder and legend in the Rod Crafters Guild. Charlie is predeceased by his wife, Mary of

50 years (2008). He is survived by two sons and their families, Frederick A. Sexton of Rumson, NJ and Michael W. Sexton of Kiawah Island, SC.

**James “Jim” B. Sherrouse**, 88, of Pensacola, FL passed away on Tuesday, January 17, 2017. Jim was born on December 17, 1928 in New Orleans, LA. He attended Tulane University in New Orleans. He received his Naval Aviator’s Wings in Pensacola in November, 1953 and graduated from US Naval Post Graduate School, Monterey, CA in 1960 with a BS in Nautical Engineering. Jim spent a total of 30 years on active duty serving as a P-5 and P-3 Pilot/Plane Commander, Flight instructor and other assignments. He retired as a Commander in June 1980. After his naval career, he again retired after 24 years as a Stormwater Engineer, with the DEP, State of Florida. He is survived by his wife, Phyllis Sherrouse and daughter, Lisa Sherrouse of Pensacola; daughter and son-in-law, Susan and Tom Hyslop of Fenton, MI; granddaughters, Lauren (Adam) Heleine and Caroline Hyslop also of Fenton, MI and several cousins, along with Phyllis’s beloved family members and his beloved and pampered pup, “Lily”.



Jim Sherrouse

**Harold J. Szankovics**, 82, Melbourne, FL, died 2 May 2016.

**James Albert Yacovoni** was born in San Jose, California to parents Dominick and Betty Yacovoni. He was raised in Shreveport, Louisiana and then joined the United States Navy in 1972 at the age of 20. Jim enjoyed a fulfilling twenty-six-year career within the Aviation Maintenance Community until he retired as a Lieutenant Commander in 1998. Before retiring, he met and married the love of his life, Donna Coccodrilli, who later retired from the USN, also as a Lieutenant Commander. He is



James Yacovoni

survived by his loving wife of twenty years, Donna Yacovoni and their three children, Sarah, Joseph and Vito. His children Vicki and Dominick, his mother Betty, his brother Frank (Theresa), sisters Priscilla (Kevin), Elizabeth, Kathy (David), his four grandchildren and one great grandchild.



**Emmette Ray “Zeke” Zimmerman, Jr** age 73, passed away November 11, 2016. He was born on July 2, 1943 to Emmette R. Zimmerman, Sr. and Mary B. Zimmerman in Salisbury, NC. He was raised in North Carolina. He graduated from James A. Gray High School in 1960 and served in the U. S. Navy from 1960-1987. He was ranked as an E7, received the National Defense Medal, Good Conduct Medal and Vietnam Service Medal. Zeke was in a number of squadrons and he was an FE in VP-45 during the 1970’s. He was married to his wife of 35 years on



*“Zeke” Zimmerman*

April 25, 1981. He is preceded in death by: his father; mother; and sister, Judy Z. Byerly. He is survived by: his wife, Felicitas Frago Zimmerman; siblings, Brenda Z. Leonard, Sherry Zimmerman, Debbie Z. Tant, Ronald Zimmerman and Benny Zimmerman; grandchildren, Jacqueline, Alexandra and Scott. He is also survived by his pets Keisha and Nache Zimmerman.

**Joyce Marie (Kelley) Barry**, age 87, a resident of Virginia Beach for over fifty years, died on March 7, 2017. She was born in Boston, Massachusetts, and is survived by her devoted husband of 62 years, CDR USN(Ret.), John M. “Jack“ Barry of Virginia Beach, VA, three children and six grandchildren, and many cousins in Virginia, Massachusetts, Florida, Connecticut and Colorado. She graduated Cambridge High & Latin School in Cambridge, Massachusetts and attended



*Joyce Barry*

Northeastern University in Boston, Massachusetts, where she met her husband, Jack. Jack was a Naval Aviator, and in 1955 they married. Together, Joyce and Jack enjoyed thirty years of travel to naval assignments which included Panama, Bermuda and various U.S. Navy commands as well as a temporary duty which allowed a visit in England. As a Navy wife, Joyce made “home” for their family at US Naval Air Station, Coco Solo, Panama Canal Zone; US Naval Air Station, Bermuda; just to name a few and at their “retirement” home in Virginia Beach, VA.

**John Wesley Vaught** passed away on March 9, 2017. He was born on the family farm on December 21, 1949 to parents, Mart Guy Vaught and Iris Dee Vaught. He graduated from Cameron University in May. He was accepted into the Aviation Officer Candidate School in Pensacola, Florida. He was commissioned and completed his preliminary flight training and was further ordered to advanced flight training in Corpus Christi, Texas where he received his Navy



*CDR John Vaught*

Wings in October 1976. John had an active flying career beginning in Cubi Point Philippines flying carrier on board delivery in support of the 7th Fleet carriers. He flew anti-submarine patrol flights based out of Jacksonville, Florida and Glenview, Illinois for the next eight years. John was the Deputy Director for Naval Reserve Officer Promotions in Washington, DC for two years, then returned to Glenview, Illinois where he retired from active service in 1995. John is survived by his wife, Nancy E. Vaught; daughter Jillian C. Vaught; brother Mart Vaught (Lynn Vaught) of Grand Junction, TN; sister Iolene Callahan (Bob Callahan) of Omaha, NE; and several nephews and great-nephews and great-nieces.

*“Behind every strong sailor, there is an even stronger family ; who stands behind him, supports him and loves him with all their heart.”*

*Unknown*

## 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:

**William S. Cunningham, Treasurer**  
**Patron Four Five Association**  
 683 Kilchurn Dr.  
 Orange Park, FL 32073-4286  
 904-504-3008, Email: awcmspence@comcast.net

#### ROSTER INFORMATION

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

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

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

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

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

#### FORMER SQUADRON SERVICE/DUTIES

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

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

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

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

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

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

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

