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MARCH

THE VP-45 ASSOCIATION'S
Pelican Post

Newsletter

www.vp45association.org



***Patrol Squadron FORTY-FIVE
77 Years! 1942 - 2019***



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(Cover Artwork and Design by Bill Hobgood)

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 Asst Editor/Graphics/Design.....Bill Hobgood
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Contact Information

Via Website.....[Contact Us](#)
 WebMaster.....hobgood.bill@gmail.com
 Secretaryjack.keane@verizon.net

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



From Jack Keane, the Editor:

While at the reunion, RDML Pete Garvin, our guest speaker, took muster of our members who served in the squadron during Project Mercury, The Cuban Missile Crisis, and the search for the USS *Scorpion* (SSN-589) in 1968. That prompted me to consider three articles for the "Back in the Day" section that our members would contribute to. Unfortunately, for this issue, I only received input from one member. I know you'll all do better in the future!

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."



YOUR ASSOCIATION OFFICERS (2018 - 2020)



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.

Vice President

Previously Treasurer, Spence Cunningham became VP in 2018. He served as an AW aircrew member in the Squadron from 1982-1987 and retired in 2013 as a Master Chief. He lives in Orange Park, FL.



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.

Treasurer

Joe Oglesby assumed Treasurer duties in 2018. He was the Maintenance Control Officer in VP-45 from 1986 to 1989. After 28 years service, he retired as a CWO4 in 1997 and lives in Fleming Island, FL.



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 Dallas, Texas.

“During the Pensacola Reunion, we had several members volunteer to serve as officers and help keep this outstanding Association going. Serving as an officer of our association is truly a rewarding experience.”

From the Desk of...

Doug Mitchell

President's Report



I know I have said this before, but if you missed our October Reunion in Pensacola, you missed one of the best ever!

Orchestrated by our outgoing Vice President and Reunion Coordinator Joe Bretton, the Pensacola Reunion was absolutely outstanding. Mother Nature canceled our planned Dolphin Tour on Thursday, but that did not dampen the spirits of our Pelicans. Go to the reunion section of our website for a recap of the Pensacola Reunion festivities and photos...or click [HERE](#).

On Friday during the National Naval Aviation Museum Tour, approximately 100 of our members had a guided tour of the National Flight Academy. What a wonderful, state of the art facility! We voted

at the Business Meeting on Saturday morning to continue the support of the Flight Academy Program by donating two more \$1250 Scholarships spread over the next two years. As you know, we have provided scholarships or partial scholarships to the Flight Academy for four of our grandchildren in the past three years.

In keeping with that tradition, if you have a child or grandchild, between the ages of 12 and 17, who are in the 7th to the 12th Grade and would like to attend the six day course, please contact me as soon as possible. We need one selectee for Calendar Year 2019 and one for Calendar Year 2020.

The Academy currently has openings during the months of June, July and August 2019. To learn more about the Flight Academy Program go to: www.nationalflightacademy.com.



With Doug Mitchell, Joe Bretton, outgoing Vice President (right), is presented a career certificate as a token of the Association's appreciation for his service - to the Navy and the Association. To see that certificate, click [HERE](#).

I want to take this opportunity to welcome our new Vice President and Reunion Coordinator Spence Cunningham, and our new Treasurer Joe Oglesby. Both were voted in at the Pensacola Reunion. We thank both of you for stepping up to the challenges of these positions, and we look forward to working with you. And a special thank you to Spence Cunningham for serving as our Treasurer for the past two years, you did a superb job especially closing out our reunion expenses!



Absolutely an awesome turnout at last October's 15th VP-45 Association reunion in Pensacola. The ballroom was almost not big enough! More pictures are [HERE](#).



Ted and Cheryl Samples being "photo-bombed" by Halsey Fisher.

During the Pensacola Reunion, we had several members volunteer to serve as officers and help keep this outstanding association going. Thank You - Thank You! Serving as an officer of our association is truly a rewarding experience. And remember, you automatically become a Lifetime Member of the Association when you serve as an officer!



Guest Speaker: Admiral Pete Garvin, COMPATRECONGRU.

Lastly I would like to ask all of you members to help us find prospective members from the 1990's and 2000's. Go after those admin, enlisted and officer crew members and maintenance personnel who served during these years. There are hundreds of Pelicans out there on facebook, instagram, snapchat, and twitter just to mention a few of the social media.

Best Regards,

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



Again this reunion, members from the 1970's (pictured) made up the largest era attending. But the 1980's group gets bigger each reunion.

FROM THE VICE PRESIDENT

by: Spence Cunningham



First off, thank you all for your confidence in selecting me as the new Vice President/Reunion Coordinator! I know that I have a high bar to meet that Joe Bretton set and that I

have my work cut out for me!!

Speaking of reunions, I've done some preliminary research into the locations YOU nominated at the last reunion. Please take the time to review them (below) so you can vote for the reunion site you think is best...and second best!!

Nominated Locations. Keep in mind that all the quoted room rates are estimates!

1. **Jacksonville** – Room rate: \$129-139/night.



The beautiful Jacksonville Skyline.

Explore Jacksonville to the fullest and relax on miles of white sandy beaches, shop and dine in unique areas, tap into the bustling culture of Downtown along with hip urban spots and a beautiful waterfront as well. No matter where you venture, you'll find Jacksonville's unique brand of Southern hospitality and charm. River taxis ply the St. Johns River, taking you from hotel to restaurants and shops. Popular daytrips include historic St. Augustine and shopping tours to charming Amelia Island. Plus VP-45 will be in town and we will make every effort to set up P-8, hangar and simulator visits.

2. **New Orleans** – Room rate: \$150-170/night.

Nicknamed the “Big Easy,” New Orleans has a LOT to offer! Tour the French Quarter, and visit Jackson



Canal Street near the French Quarter in New Orleans.

Square, with its gracious iron balconies and lovely courtyards, is the focal point of the French Quarter. The National WWII Museum, which illuminates the war from the beaches of Normandy to the sands of the Pacific Islands is an outstanding museum! Take an authentic paddle-wheeler cruise on the Mighty Mississippi River and tour Chalmette Battlefield, where in 1815 Andrew Jackson soundly defeated the British. Not to mention the food!! Café Du Monde beignets/coffee and Cajun cooking abound!!

3. **Norfolk** – Room rate: \$129/night.

There is lots to do in Norfolk. Take a boat or land tour



Battleship USS Wisconsin (BB-64) in Norfolk.

of the world's largest Naval Base, stop by the MacArthur Memorial, or walk the Cannonball Trail. Visit the historic triangle of Jamestown, Yorktown, and Williamsburg, or Norfolk's own Botanical Gardens. Museums covering the all service branches like Nauticus and the USS *Wisconsin*, the Military Aviation Museum, Mariner's Museum, Casemate Museum, Army Transportation Museum, the Hampton Air & Space Museum and more.

4. **San Antonio** - Room rate: \$139/night.

Some of the sights in San Antonio include the River Walk that winds along the San Antonio River



The Alamo in San Antonio.

through the city – linking hotels, restaurants, shops, and museums. Visit the Alamo, the site of the infamous battle of 1836 where 189 men sacrificed their lives for the freedom of Texas. Enjoy a scenic ride to Fredericksburg to tour the National Museum of the Pacific War, the only museum in the Continental United States centered on World War II's Pacific campaign.

5. **San Diego** – Room rate: \$139/night San Diego is known for its beaches, parks and warm



An F-4 Phantom fighter aboard USS Midway.

climate, as well as its history with our nation's military. The deep harbor is the principal home to the Navy's Pacific Fleet and permanent home to the USS *Midway*, an aircraft-carrier-turned-museum. There is the famous San Diego Zoo, as well as the San Diego Air & Space Museum in Balboa Park. Lastly, the historic Gaslamp Quarter where you'll discover a lot of entertainment and dining options there.

There you have it! All the reunion sites with a quick what to do. So now all that is left is to vote!! "Click [HERE](#)" to go VOTE!! Go!! Go now!! While you are thinking of it!!

Good!! Now that's done, as soon as we tally the vote and know where we are going, then I'll start my work on making the 2020 reunion the best one ever! I know it is early, but please start YOUR planning on making it to this reunion...this time!! Pensacola was my first and I thoroughly enjoyed it. I encourage anyone who has not attended before, please do! I will make every effort to get the best deals possible for accommodations, facilities and excursions while keeping it reasonable for the budget! That's my promise! Yours is to attend!!

Due renewals are in full swing!! I believe we give the most bang for the dues buck of any unit association out there!! Please consider renewal and spread the word for any Pelicans you know that have not joined!! Recruiting is our lifeblood! If each one of us brought just one member in per year, we would be in super shape! Remember, \$10 gets you a year, but \$40 gets you five years That is the best deal going!!

I wish you all happiness and health for 2019! I will have more to pass on Reunion 2020 in the Fall Newsletter! Be well and take care!!

If you still didn't vote, I'll make it easy for you....

CLICK HERE!!

Spence Cunningham
awcmspence@comcast.net
(904) 504-3008

NAVY TRIVIA

“Bread and Water”

By: Bill Hobgood

Keelhauling, cat-o'-nine-tails....and confinement on bread and water. “Old Navy” stuff for sure. Except maybe not. Confinement in the ship’s brig, with consumption limited to bread and water only, is a modern day punishment in the US Navy. Yep; despite the transition from wooden ships that were navigated by the stars to nuclear carriers, a shipboard CO’s power to throw misbehaving sailors into the clinker on B and W only has remained.



That bread and water survived so long after the days of tall ships and daily grog rations illustrates the unique requirements of military justice. For major crimes, the military has a normal trial by jury system. But it also empowers commanders, who may be at sea or in battle, to deal swiftly themselves with minor offenses via nonjudicial punishment (NJP) - which can include docking pay, reducing rank or restricting troops to quarters.

The Navy is perhaps the most tradition-bound of the services when it comes to discipline. It still refers to the NJP ceremony in which punishment is meted out as “captain’s mast,” recalling the days when a guilty sailor would be tied to the ship’s main mast and flogged with a cat-o'-nine-tails until his back was bloody...followed by lemon juice in the wounds if you were a really bad dude...or the skipper was.

A cruiser skipper who retired in 2009, and regularly sentenced sailors to bread and water for minor misconduct, said: “Sometimes you just need to scare a kid. We want them to succeed, but you need to give them a kick in the pants.” He also said that when he joined the Navy in 1982, the penalty was common and never

frowned upon by the top brass, who traditionally give ship commanders broad authority.

But just as attitudes about spanking children have shifted, the culture in the Navy has drifted away from corporal penalties like bread and water, and officers increasingly view them as counterproductive.

Another recent Captain, commissioned in '92 and who has commanded two destroyers said: “It just seems anachronistic and stupid; I actually can’t believe it’s still around,” adding that he had never imposed the punishment himself, nor had he seen it used. “People used to joke about putting guys on bread and water, but I was well into my career before I realized I was actually allowed to do that.”

Bread and water punishments are limited to shipboard E-3’s and below. While tough, it’s hardly the worst you can get at mast — especially for a young sailor. Ship skippers can send sailors to the brig for 30 days, forfeit their pay, take stripes, assign extra duties and restrictions, or any combination of these. Bread and Water only affects the sailor. If married, the other potential punishments could affect the whole family.

Though it sounds like something from an old pirate movie, the penalty has remained on books despite a century of abolition efforts. On New Year’s day, 2019, it was finally deep-sixed in a sweeping update of the UCMJ; bringing dozens of changes that are intended to make the system fairer and more efficient. Most are the kind of procedural tweaks that concern lawyers, not sailors. But the bread-and-water part will be felt on all decks.

Nevertheless, some sailors will be sorry to see it go. One young cruiser sailor opined: “Hell,

I’d rather have three days confined to bread and water any day over confinement in the brig or restriction to the ship. Bread and water is a max of three days; confinement and restriction can be up to 30 days – who would want to give up all that liberty?”

Many others in the Navy will be happy to see it go. But some mourn what they see as an expedient and effective tradition of the seas. The change was recommended by an independent Defense Department review group. Asked if the Navy supported the move, a spokeswoman would only say, “Once drafted, the Navy did



FROM THE WEBMASTER

By: Bill Hobgood



Last Newsletter I mentioned and explained briefly about the stroke I had in April of last year. The outpouring of concern and best wishes I received at the reunion last October was just amazing. Thanks to all of you!

I continue to do well and still have no lingering effects from the stroke. Just wasn't my time, I guess.

I may have an Association job change coming up but it is somewhat secret and I'll likely get yelled at for mentioning it here. But...one of our members, who is a very experienced computer whiz (way more than I), has volunteered to take over the duties of WebMaster. That's part of the good news. The rest is that I may be staying on in a brand new officer position: Newsletter Editor. This is still in work and not a done deal yet but it is looking like it will happen. Of course, this still needs to be voted on by the Officers. More to come.

Have any questions for me? Please shoot me an email to: hobgood.bill@gmail.com.

SECRETARY'S PODIUM

By: Jack Keane



We're always looking for your comments on how we can make the "Pelican Post" better. 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 emails from our members.

In the next two issues I will be highlighting the Squadron's participation in The Cuban Missile Crisis as well as in the search for USS *Scorpion* (SSN-589).

I am officially soliciting your inputs for these articles. If you served in VP-45 between January and July 1963 when the squadron was deployed to Guantanamo Bay in support of The Cuban Missile Crisis, or during May 1968 in support of the search for *Scorpion*, please send me your memories of those times via e-mail or snail mail. What I don't use in the articles, I'll use in the "Mail Bag". This squadron has an incredibly rich history and we shouldn't wait for reunions to share our memories. The "Pelican Post" is a terrific way of sharing all of our memories.

Comment for the "Mail Bag" section? Click [HERE](#)

The 2018 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 "2018 Reunion" below!

2018 Reunion

SEA STORIES

A Selection From Our Website “Sea Story” Page

“The Loss of LN-9”

The late morning of November 17, 1964, VP-45's Crew 10 manned up LN-9, one of their still new P-3A aircraft, for a routine training mission out of their deployment base at Naval Air Station, Argentia, Newfoundland. The aircraft pre-flighted without



LN-9 some weeks before the crash.

discrepancy and the crew departed. Climbout and transit to onstation for callsign “Fineart 9” were uneventful.

Early that evening, after the sun had set, as the crew was beginning an approach back to Argentia, without warning, or emergency communications, and for reasons, to this day, still unexplained, LN-9 crashed into the cold waters of Placentia Bay. There were no survivors. All that was left of the aircraft and its crew were tiny bits of cloth and other debris scattered over the choppy waters off Newfoundland's Avalon Peninsula.

Two tugboats, two crash boats, a rescue helicopter and a Coast Guard C130 plane went to the scene but were hampered by darkness and deteriorating weather. A fierce snowstorm was about to hit. “We just

haven't been able to find a thing,” said a rescue coordinator. “Just a few pieces of cloth.” The wind was a moderate 20 miles an hour and skies were overcast at the time of the crash.

Air control tower personnel and many of the some 6,000 Americans stationed there saw a bright flash in the darkened sky at sea level.

AG3 Loren Woodward was working at the Fleet Weather Facility that night which was located just below the airfield control tower and had a large window. Loren was just finishing up the hourly weather observation when he, and most of the others working there that night, observed a sudden large and bright fireball through the window. They didn't have any idea at the time what had happened but later heard that a P-3 Orion had crashed. Much later he remembered being told that the crash had something to do with a problem with one of the engines...but no cause was ever really determined. AG3 Woodward was friends with AE3 Celso Gonzales, a VP-45 crewman who was lost that night.

Peter Wenman's painting “Orion's Game,” commissioned by the VP-45 Association, was dedicated to the lost crew of LN-9. The P-3 in the artwork, which hangs in the National Museum of Naval Aviation, portrays side number LN-9.

At the 2012 Association reunion, two limited edition prints of the the original painting were framed and presented to two of the widows of that crew.



VADM Wally Massenburg presents “Orion's Game” to the widow and family members of one of the crew members lost with LN-9.



ASSOCIATION MEMBER IN THE SPOTLIGHT



Robert “Bob” Hall

Ed's Note: Robert Hall was assigned to VP-45 during the mid-to-late 1970s as a British RAF exchange officer.

Born in Crayford, Kent in September of 1946 to John and Doris Hall, young Robert Hall, beginning at age 3 months, spent his early years overseas. First to Santa Maria, Azores (which he was too young to remember)



Young Bob Hall as an Air Training Corps cadet in early 1965 shortly before commissioning.

followed by Lisbon, Portugal and Gander, Newfoundland. His father, an aviation specialist and former WW-II RAF navigator, was assigned to various airports. First as a navigator in Lockheed Constellations, and later as Station Manager for British South American Airlines (BSAA) and British Overseas Airways Corporation (BOAC).

It was during his 5 years in Lisbon that he first experienced American culture as most of the Airport's English-speaking community worked for PanAm and TWA. Later, 18 months in Gander included several vacations to the USA so, by age 9, he had been educated at an English school in Lisbon and schools in Canada and America. Back in England, he graduated from Isleworth Grammar School in the summer of 1965 with the UK A Level qualification - which is generally accepted as completion of at least the Freshman year at an American University.



SQN LDR Bob Hall, RAF, on the day he retired in 2016 after nearly 50 years service.

Having considered his career options, Robert decided to follow in his father's Royal Air Force Navigator footsteps and joined the RAF himself. At the earliest age possible (15) Robert was accepted into the Air Training Corps (ATC), an RAF sponsored youth organization that wore RAF uniform and provided pre-enlistment training to young men. While there he gained his Private and Glider Pilot's licences, both before the UK's legal age (17) to start learning to drive a car. It was during this time that he started using the shortened name of Bob by which he is now known.

Having left school and the ATC in mid-1965, Bob reported to RAF South Cerney for Initial Officer Training and was commissioned later that year as an Acting Pilot Officer (like a “pre-Ensign” in our Navy) and commenced flight training. A year later, his commission was confirmed as a Pilot Officer (Ensign) and after another year was promoted to Flying Officer (LTJG). In November 1967, he was awarded his Navigator Flying Badge (i.e. wings).



Bob's first operational assignment in the RAF was flying the Shackleton MPA aircraft similar to this one.

Having graduated at the top of his class, Bob was selected to join Coastal Command, then flying Shackleton maritime patrol aircraft that demanded navigators who were skilled in traditional navigation, not just system operators. He was assigned to 203 Squadron at RAF Ballykelly, Northern Ireland, for patrols in the North At-

lantic and Norwegian Sea. In 1969, the squadron moved to Malta in the Mediterranean as part of the increased NATO maritime patrol effort to counter increasing Soviet activity. Bob was promoted to Flight Lieutenant in August of that year. In addition to routine training, squadron operations centred around patrols between Sardinia and Crete from the European coasts down to territorial limits on the African coast, NATO exercises in Greece and Turkey and short detachments to RAF Gibraltar and RAF Akrotiri in Cyprus. It was while in Malta that Bob had his first meetings with USN crews flying P-2Vs and P-3As.

Although scheduled to return to UK in 1972 for transition to the new Hawker Siddeley Nimrod aircraft, Bob and all British forces based in Malta were,



The Beautiful RAF Nimrod - follow-on to the Shackleton

on short notice, 'thrown out' in January 1972 - the result of a diplomatic spat over money between the Prime Minister of Malta and the UK Government. Bob returned to RAF St Mawgan. Since his transition couldn't start until May, the RAF, not knowing what to do with four crews of maritime aircrew with no aircraft to fly, gave everybody extended leave. Bob took the opportunity to spend 10 weeks flying round the world visiting Bangkok, Singapore, Hong Kong, Australia, Fiji, Hawaii and Los Angeles.

After successful conversion to the Nimrod, Bob reported to 120 Squadron at RAF Kinloss in August 1972. During his 3-year tour he spent much time tracking the Soviet submarines transiting the GIUK Gap and had several detachments to Keflavik. This tour also included a two-month spell in Singapore and Malaysia conducting surveillance patrols.

In the Spring of 1975 Bob was selected as part of a group of four - Pilot, Navigator and two acoustic sensor operators - to join the Personnel Exchange Program, or PEP, with the USN. At about this time Bob met Rosemary Anne Harris, an RAF Air Traffic Control officer. Arriving in the USA in August 1975, Bob reported to VP-30 Baseline P-3C training and then, on its return from Sigonella in Janu-



Bob receives P-3C model from VP-45 CO, CDR Steve Loftus, upon designation as Mission Commander - circa 1976.

ary 1976, VP-45. In February he proposed to Rosemary, always known as Rosie, and during leave in May married her in the UK before they returned to Jacksonville in June.

1976 was a year of intense training as Bob built up his experience and designations as TACCO, and, later, Mission Commander. The last half of 1976 he was also busy as a ground instructor preparing the squadron for deployment to Iceland and teaching the procedures used in NATO. An enjoyable diversion from training was a period in Columbia and Venezuela on UNITAS 17.

Deploying to Iceland with VP-45 in December 1976, Bob had the honor to fly the squadron's first operational flight of the deployment on 28 December. The next six months were standard for a long, cold Keflavik deployment: day patrols, tracking



VP-45 Crew 11 in 1977. Bob is front row far left.

transiting Soviet submarines to/from the Atlantic, detachments to NATO bases and some training flights. Returning to Jacksonville at the end of June 1977, the training for the next deployment to Sigonella started immediately. The 6-months in Sigonella went much as the previous Keflavik deployment had done, though this time there were diesel submarines to hunt as well as the nuclear ones.



Bob as TACCO and MC during Kef deployment in 1977

During his time in VP-45, Bob held ground jobs as NFO Training Officer and then “fleeted up” to Training Officer.

Following the Keflavick deployment, Bob and Rosie returned to the UK in August after what they both regard as one of the most enjoyable tours of duty they had in the RAF.

To use his US experience, Bob was assigned for 18 months to the Long-Range Maritime Patrol Cell of the RAF’s Central Tactics and Trials Organization. He was promoted to Squadron Leader (LCDR) in 1981 and moved to a new assignment – another exchange tour with a navy...the Royal Navy.

After training as a Sea King (SH-3) ASW Observer (effectively the combined duties of TACCO and NavComm), Bob became RAF Staff Officer to Flag Officer Sea Training (FOST) at Portland Naval Base; with the added responsibility of training ships’ operations teams in RAF & RN fixed and rotary wing aviation matters in the ship simulators. When the RN ran out of Observers to fully man 814 Sqn on its new



Royal Navy Observer Class, May 81. Bob is fourth from left.

aircraft carrier HMS *Illustrious* during the Falklands war, Bob, as a trained Observer, was given a short notice appointment to join that squadron. After 8 months, including three months in South Atlantic waters around the Falkland Islands, and qualifying as a 1A Observer (similar to ASW or ASUW on-scene commander), he returned to Portland.

Back in Kinloss in September 1983, Bob worked in Station Ops for a few months before transitioning to the updated Nimrod MR2 aircraft. A tour as Flight

Commander (Department Head) in 201 Sqn followed until November 1985. That was followed by two command tours in Kinloss Ops as Officer Commanding (OC) Simulator Squadron and OC Plans Sqn/Deputy OC Ops Wing before another overseas command tour in 1992 as OC Ops and then Station Commander at RAF Gibraltar.

Returning to the Maritime HQ in 1995, Bob spent 7 years in its underground Ops Bunker running the team tasking national and NATO aircraft



Bob and Rosie circa mid-80’s.

for the HQ and NATO’s COMMAIREASTLANT. For his last tour on active duty, he was the staff officer responsible for the Nimrod’s Mission Support System and Data Links including some work on the subsequently cancelled Nimrod MRA4 program. After 39½ years, Bob retired from the Regular RAF on 30 March 2005.

After a short break to oversee construction of the house he had designed, Bob was re-commissioned as a Squadron Leader in the RAF Reserve and assigned as the Assistant Regional Commandant for London & South East Region of the ATC. He finally retired on 30 November 2016 after 49½ years service in RAF uniform.

In retirement, Bob volunteers with the Shuttleworth Trust, a charity dedicated to keeping old aircraft flying, the oldest of which is an original 1909 Bleriot, and with the Royal Institute of Navigation. He is a committee member of the Coastal Command Association, organizing annual reunions, and an active member of 3 RAF Sqn Associations and the VP-45 Association.



Bob just after a recent hop in a WW-II era Spitfire.

He and Rosie live in the village of Upper Caldecote, Bedfordshire, which is 50 miles north of London. They attend almost every VP-45 Reunion.

Community News

By: Jack Keane

March 2019

COMPATRECONGRU Changes Command

Rear Adm. Peter Garvin relieved Rear Adm. Trey Wheeler as the Commander of Patrol and Reconnaissance Group and Commander, Patrol and Reconnaissance Group Pacific (CPRG/CPRGP) during a change of command ceremony July 23, at Vista Point Center aboard Naval Station Norfolk.

Wheeler's next assignment is as director of plans and policy, J5, at the U.S. Cyber Command in Fort Meade, MD.

Garvin graduated with merit in 1989 from the United States Naval Academy. He served as a mission commander and an instructor in every area of responsibility, completing five VP tours including CO of VP-8 and Commander, Patrol and Reconnaissance Wing TEN.

CPRG/CPRGP is in charge of all 12 land-based, operational VP squadrons, two reserve VP squadrons, VP-30, VPU-2, one special reconnaissance squadron and one unmanned patrol squadron.



Adm. Bill Moran, vice chief of naval operations, addresses the audience during the Patrol and Reconnaissance Group and Patrol and Reconnaissance Group Pacific change of command ceremony.

CPRW-11 Welcomes 57th Commodore



Rear Admiral Sean Buck (left) is greeted by Capt. Craig Mattingly while Rear Admiral Trey Wheeler (back left) and Capt. Jim Robinson (back right) stand by at the CPRW-11 Change of Command ceremony on June 7, 2018.

PATRECONWING 11 welcomed new leadership during a change of command ceremony AT NAS Jacksonville on June 7. Capt. Craig Mattingly, an Austin, Kentucky native, assumed command of the largest P-8A Poseidon, P-3C Orion and MQ-4 Triton Wing from Capt. Jim Robinson Jr. who has commanded CPRW-11 the last 17 months.

When asked about his plans following the change of command, Mattingly said, "Our focus will be to take care of our most precious assets, the men and women of CPRW-11. We will sustain current readiness of our P-8A squadrons and reserve P-3C squadron while incorporating the MQ-4C Triton into the

maritime patrol and reconnaissance force.” CPRW-11 squadrons include VP-5, VP-8, VP-10, VP-16, VP-26, VP-45 and VP-62, along with Unmanned Patrol Squadron 19.

During his term, Robinson oversaw continuous squadron deployments, along with supporting Tac-Mobile units engaged in various areas of responsibility. Most recently, the squadrons, under his leadership, assisted in humanitarian aid and disaster relief operations following Hurricanes Harvey, Irma and Maria. After relinquishing command at CPRW-11, Robinson will serve as the chief of staff for Commander 4th Fleet, Naval Station Mayport.

VUP-19 Conducts First MQ-4C Triton Flights

Unmanned Patrol Squadron (VUP) 19 recently successfully conducted its first flights as a squadron of the Navy’s newest unmanned aerial system (UAS), the Northrop Grumman MQ-4C Triton. The “Big Red” squadron, flew both of their MQ-4Cs, delivered last year, for the first time out of Naval Base



MQ-4C Triton UAV

Ventura County, Point Mugu in California.

Each aircraft was airborne for several hours to conduct functional check flights testing the operability of the aircrafts’ mechanics and systems.

These flights served as both the culmination of the

years of hard work to establish VUP-19 as flight-ready, and the beginning of the squadron’s next chapter as they prepare the aircraft for operational deployment.

VUP-19 is the United States Navy’s first unmanned maritime patrol squadron, which was established in October 2013 and commissioned in October 2016.

LAST P-3C ‘Orion’ Students Graduate from VP-30

By Lt. Matthew Guza, VP-30 Public Affairs

Patrol Squadron (VP) 30 held a final graduation ceremony for the P-3C “Orion” Jan. 24, sending the last five P-3 student pilots to the Fleet. “Today is another momentous day in our community’s ongoing transition – and truly transformation – from the mighty P-3C Orion to the P-8A Poseidon,” remarked VP-30 Commanding Officer Capt. Adam Kijek.

With 10 of the 12 active duty maritime patrol squadrons now solely operating the Boeing P-8A Poseidon, the time has come to cease production of students to fly the Orion. Graduates from class 1805 will join the VP-40 “Fighting Marlins” in Naval Air Station Whidbey Island, Washington, for the last deployment while operating the P-3C.

Guest speaker, Rear Adm. Peter Garvin, COMPATRE-CONGRU, noted “In 1957, the U.S. Navy opted to replace the aging P2V Neptune and P5M Marlin with a new, advanced maritime patrol aircraft,” he said. “At the time, Lockheed proposed a repurposed version of their existing L-188 Electra, and the P-3 Orion was born. The first P-3s built were delivered to VP-30 in 1962, when the squadron at that time hosted a detachment in Patuxent River, Maryland. Since then, over 700 Orions



LTJG Sean O'Connor proudly displays the Class 1805 plaque during the last P-3C 'Orion' graduation ceremony at VP-30 January 24.

have been in service around the world.”

New Navy Unit to Replace Special Projects Patrol Squadron

By RICHARD R. BURGESS, Managing Editor (Navy League)

ARLINGTON, Va. — The Navy has established a new unit to sustain a special mission capability in its maritime patrol community with the coming retirement of the P-3 Orion aircraft.

A Sept. 10 2018 internal directive from the Office of the Chief of Naval Operations directed the establishment on that date of Fleet Support Unit One at Naval Air Station Jacksonville, Florida, one of two sites that serve as home bases for the Navy’s P-8A Poseidon maritime patrol aircraft. According to the directive, Fleet Support Unit One “will configure and operate P-8 aircraft to provide a follow-on special mission capability in place of [special] projects patrol squadron (VPU) P-3 aircraft due to sundown in 2019.”

The mission of the unit will be to provide “oversight, training, operations, maintenance, and configuration management for the P-8 quick reaction capability aircraft,” according to the directive. Fleet Support Unit One will have an officer-in-charge rather than a commanding officer, who will report to Commander, Patrol Reconnaissance Wing 11, at Jacksonville.

The Navy’s sole VPU squadron, VPU-2, operates several specially configured P-3C Orion aircraft from Marine Corps Air Station Kaneohe Bay, Hawaii. The squadron is scheduled for deactivation in fiscal 2019 in concert with the phase-out of the P-3C from operational active-duty patrol squadrons.

The US Navy’s Best Sub-Hunting Aircraft is Facing Some Nagging Problems

By Christopher Woody, Business Insider

The P-8A Poseidon, introduced in 2013 to replace the P-3 Orion, has quickly become one of the most highly regarded maritime-patrol aircraft in service, fielded by the Navy and sought after by partner countries all over the world. But the P-8A is dealing with some lingering issues that could affect the force as a whole, according to the fiscal year 2018 annual report produced by the Pentagon’s Office of the Director of Operational Test and Evaluation.

The Poseidon’s capabilities now include receiver air refueling, employment of the AGM-84D Harpoon Block I anti-ship missile, and several upgrades to its communications systems. But, the report said, “despite significant efforts to improve P-8A intelligence, surveillance, and reconnaissance (ISR) sensors, overall P-8A ISR mission capabilities remain limited by sensor performance shortfalls.”

Moreover, the report found, data from the operational testing and evaluation of the P-8A’s latest software engineering upgrade as well as metrics from the Navy “show consistently negative trends in fleet-wide aircraft operational availability due to a shortage of spare parts and increased maintenance requirements.”

The full article can be read [HERE](#).





SQUADRON NEWS

VP-45 Returns Home from 7th and 4th Fleet Deployments

By From VP-45 Public Affairs (Published in Jax Air News October 10, 2018)

The “Pelicans” of Patrol Squadron (VP) 45 returned home this week from a six-month deployment. Their deployment was impactful and highlighted by numerous operational achievements. Since starting their deployment in April, VP-45 re-established Maritime Patrol and Reconnaissance Aircraft operations with the strategically located Naval Air Facility (NAF) Misawa on the Northern tip of Honshu, Japan.

With regular operations from NAF Misawa, the Pelicans provided the 7th Fleet commander immediate access to waters off the Kamchatka Peninsula, the Korean Peninsula, and the southern approaches to Japan. This northern Japan deployment proved to be a perfect collaboration with our partners in the south, the VP-4 “Skinny Dragons,” enabling constant operations throughout the entire western Pacific



LT Keith Estes of VP-45 proposes to his girlfriend, Anna Barns, after returning home from a 6-month deployment. Photo by MCSN Thomas A. Higgins.



AWO3 Richard Helsel III of VP-45 happily greets his wife and daughter at the squadron's homecoming at NAS Jacksonville after a 6-month deployment to Japan. Photo by MCSN Thomas A Higgins.

Ocean. Additionally, VP-45 maintained the enduring commitment to the Joint Interagency Task Force South, conducting counter-narcotics operations in the eastern Pacific Ocean.

Six months of P-8A operations in the 7th and 4th Fleet areas of responsibility (AORs) saw the Pelicans fly more than 3,800 hours during 600 operational sorties in support of national interests. Never satisfied with the status quo, VP-45 brought a new capability to the AOR, air-to-air refueling. The first operational use of air-to-air refueling significantly expanded the range and reach of P-8A operations and has been touted by

Pacific Theater commanders as a vital force multiplier.

To the West, in Diego Garcia they responded to a distress call that resulted in the location and rescue of Sri Lankan fishermen. To the South and East, theater security cooperation detachments found Pelicans operating in Australia, Indonesia, and Fiji, strengthening our maritime relationships and reaffirming our commitments to internationally recognized norms, rules, standards, and laws.

To the North, the Pelicans validated critical warfare operating imperatives for operational planning considerations near the Aleutian Islands.

Lastly, within the Western Hemisphere, the Pelicans coordinated with U.S. Coast Guard, U.S. Air Force, and U.S. Customs and Border Protection to support search and seizure operations for illicit narcotics in the Eastern Pacific. Overall, VP-45 supported 27 detachments throughout the region demonstrating their global presence and sustained flexibility operating in a 1 Hub, 2 Spoke construct for nearly the entire deployment.

The Pelicans unequivocally demonstrated the global reach and full capabilities of the P-8A Poseidon, once again setting the standard for MPRF excellence.

Throughout the deployment, VP-45 Sailors were encouraged to innovate to enhance integration with coalition and joint partners. These efforts saw the Pelicans working with Electronic Attack Squadron (VAQ) VAQ-209, VAQ-138, Marine Fighter Attack Squadron-121, 35th Fighter Wing, and the Japan Maritime Self-Defense Force's VP-2. As the squadron adopts new technologies and capabilities within the Naval Aviation Enterprise and the MPRF community, VP-45 sailors continue to define, generate, and validate new concepts to increase the lethality of the P-8A.

The success of this deployment was due to the embodiment of fly, fight and lead, as well as the sacrifices and efforts of those families and friends who

stay at the home front supporting forward operations.

Local NJROTC Cadets Tour VP-45

By MC3 Thomas Higgins, VP-45 (Published online at Jax Air News, Jan. 16, 2019)

Patrol Squadron (VP) 45 hosted Fleming Island High School's Navy Junior Reserve Officers Training Corps (NJROTC) students Jan. 7. The students toured a P-8A Poseidon aircraft and flew in a flight simulator while VP-45 sailors discussed what it is like to be a naval aircrewman and experience one of the Navy's newer platforms.



NJROTC Cadets from Fleming Island High School operate the external camera of a P-8A Poseidon at VP-45 January 7. Photo Courtesy of VP-45.

The tour was led in part by Lt. j.g. Alex Iwaniski, a VP-45 naval flight officer, who greeted the students as they arrived at the aircraft. "I definitely had my ups and downs when I was younger and my own unique path took me here," said Iwaniski. "So, it's great to see young people motivated at a young age and so ready to take on the world."

According to Jeffery Barlow, retired command master chief, who accompanied the group, the students take multiple trips a year to get a better understanding of the platforms the military uses and to show students what military life is like outside of a classroom.

TREASURER'S TWO CENTS

By: Joe Olgesby



Hello Pelicans, I am Charles (Joe) Oglesby your new Treasurer. I received an excellent turn-over from Spence Cunningham. He has done an superb job as Treasurer and I will try my best to continue that high level of professionalism. The Financial

Report speaks for itself, and I am pleased to report all financial affairs for this fine organization are in order.

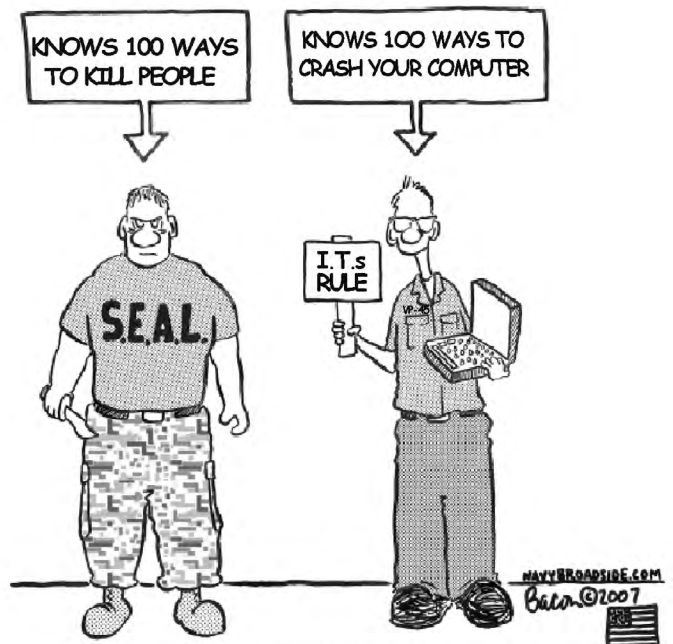
On the report to the left, please be aware that while Total Cash Assets as of 31 December 2018 were \$30,532.77, data for this report were taken from 4th Quarter Accounting Ledger. Please note that actual final reunion cost and expenses were not included. After all reunion cost and expenses were finalized, the reunion income was \$699.86.

For those that do not know me, I served in VP-45 from 1986 to 1989. We had a terrific crew and I hold many fond memories of my days as a Pelican. I have also served in VP-5, VP-24, VP-49 and VP-30. As a matter of fact, I spent most of my 28 year Navy career in the P-3 community. In addition to VP tours, I served in VA-174, VA-82 and I had a fun filled tour as a Navy Detailer at NMPC. I also enjoyed instructor duty at VA-174, VP-30 and AMO School. After my Navy Career, I was proud to serve the U.S. Military again as a Program Manager for a defense contractor for 19 years.

I really appreciate this opportunity to serve you and the Association! I am already looking forward to our next reunion. I wish you all the very best.

Charles (Joe) Oglesby, Treasurer

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT		
All Funds	30 Sep 2018	\$25,396.49
Income:		
Dues	\$880.39	
Interest/Sales	8.40	
Misc	2.63	
Reunion Sales	32,488.00	
Total Income	\$33,379.42	
Expenses:		
Printing/Postage	\$50.00	
Reunion Expenses	27,488.54	
Website Fees	245.37	
Refunds Outstanding	169.41	
Office Supplies	54.82	
Taxes/Fees	235.00	
Total Expenses	\$28,243.14	
Net Income		\$5,136.28
Capital Assets		
Total Cash Assets	31 Dec 2018	<u>\$30,532.77</u>



THE NAVY'S MOST DANGEROUS PEOPLE

MAILBAG

Hey Jack!

We are back in the game, albeit some way from the operational start line. CXX Sqn is one of a number of RAF sqns that use Roman numerals for their sqn number.



RAF personnel (pictured above) have arrived in Florida to commence training on the P-8A Poseidon. Aircrew and engineers from CXX Sqn will spend six months at Naval Air Station Jacksonville in readiness for the delivery of the first RAF aircraft later this year. The first UK P-8 will initially be based in the USA before transferring to Lossiemouth, Scotland early next year.

Find out more about the P-8A Poseidon [HERE](#).

With best wishes, Bob Hall

Hey Jack!

I do not have the words to express the pleasures I enjoyed a mere weekend ago at our 2018 Reunion. I just feel blessed to be a part of the group and to have the opportunity to be with shipmates and their family members and friends. I doubt if you realize the happiness you have brought into the lives of so many of us. It is so very, very special and from the bottom of my heart, thank you, each of you, for the true blessings afforded to each and every one of us by the combined efforts of your labor of love.

I also loved the association with our active duty

Pelicans. They were awesome and a true pleasure. From arrival to departure, it was beautiful.

Your Shipmate, Jay Thomas



Hey Jack!

I'm participating in the Northern Virginia Senior Olympics. Yesterday, while waiting my turn on the rowing ergometer, I overheard someone say "VP-45". It was Ken Weinzapfel: a fellow Pelican! Of course, we traded several stories and it turns out that he is a close friend of Commodore Pendley. Small world...

We competed yesterday on the erg and again today in two bike races: a 10k time trial and a 20k. As you can see, we were both very successful (Ken more than me with two gold medals to my two bronze). I also had the opportunity to meet his lovely wife, and they are a great cockpit crew :-)



I'm encouraging Ken to join the VP-45 Association to keep up with squadron news. He is cc'd on this email. Could you possibly forward him a copy of your latest Pelican Post (I bragged quite a bit about



Cover of our last Newsletter.
(Click it to read it).

your publication)? In fact, I think the picture above might make a nice addition to your next publication!

Cheers! Chuck Geyer

Hey Jack!

Just a quick note thanking you and Bill for what you do in regards to the VP-45 Association.

A bit late, but finally got around to reading the most recent newsletter. Loved it! Both the squadron and big picture community updates are right on target. Especially enjoyed the Midway coverage and the role Jack Reid and his team played in the battle.

Unfortunately, I'm going to be in San Diego on business during the Reunion this fall but please pass on my best to everyone! Taking over command of VP-30 next summer, so if you ever need anything, please let me know.

Cheers,

TJ "Catfish" Grady (CO/XO 2013-2015)

Hey Jack!

Great seeing everyone at the reunion! Looking forward to 2020!

Tom Rau

Hey Jack!



Tom and Peggy Rau.

Another superb newsletter; but, I'm sorry to say I believe you and Bill have done it to yourselves, this time, for sure. Some day when you decide "it's time", you may quit; but, you cannot stop writing

Click Here to Send a "Mail Bag" Letter to:

"Hey Jack!"

and production of the Pelican Post. Many thanks, shipmates.

Jay Thomas

Hey, Jack!

"Gordie" or "Jonesy" was the senior CPO of the Electronics Division of VP-45 in Coco Solo. He was well liked by all and an outstanding division leader. His earlier duty in patrol squadrons included a stint in a squadron that may have been designated VP-45 for a very short time in Hawaii. Gordon was a Pearl Harbor Survivor who passed away last year at age 95...not many left.

Gordon happened to be a good friend of my wife, Joan's, stepfather, and he sometimes offered to watch our baby. We renewed our association when we moved back to the San Diego area in 1975 when he was working at North Island.

Anyway, Gordon Jones will probably be remembered by those of us Coco Solo Pelicans still kicking. To read a story about him and Pearl Harbor - Click [HERE](#).

Charley Caldwell

Hey, Bill!

I received an e-mail from my old CCDG-8 shipmate, Dave Hayes, in December. Dave was our "Combat JAG" (probably the only Battle Force-qualified JAG Tactical Action Officer of that time). Dave wanted me to share that the Navy is looking at reopening Adak, AK for P-8A operations. More can be found [HERE](#).

Jack Keane



BACK IN THE DAY

Project Mercury and the Maritime Patrol Community

By: Jack Keane

On 4 October 1957, the Soviets launched their Sputnik satellite and, simultaneously, propelled the world into the Space Race. This event led to the creation of NASA with the express purpose of expediting US efforts to put a man into earth orbit and return him safely before the Soviet Union could do so.

Project Mercury was officially approved on 7 October 1958 and publicly announced on 17 December that same year. The name Mercury was chosen from classical mythology, which had already lent names to rockets like the Greek Atlas and Roman Jupiter for the SM-65 and PGM-19 missiles.

Seven astronauts, collectively known as the “Mercury Seven” were presented to the public on 9 April 1959. Each astronaut chose the name of his spacecraft. Only six of the seven Mercury astronauts would fly missions between 1961 and 1963. Two missions would splashdown in the Pacific, the remaining four in the Atlantic.

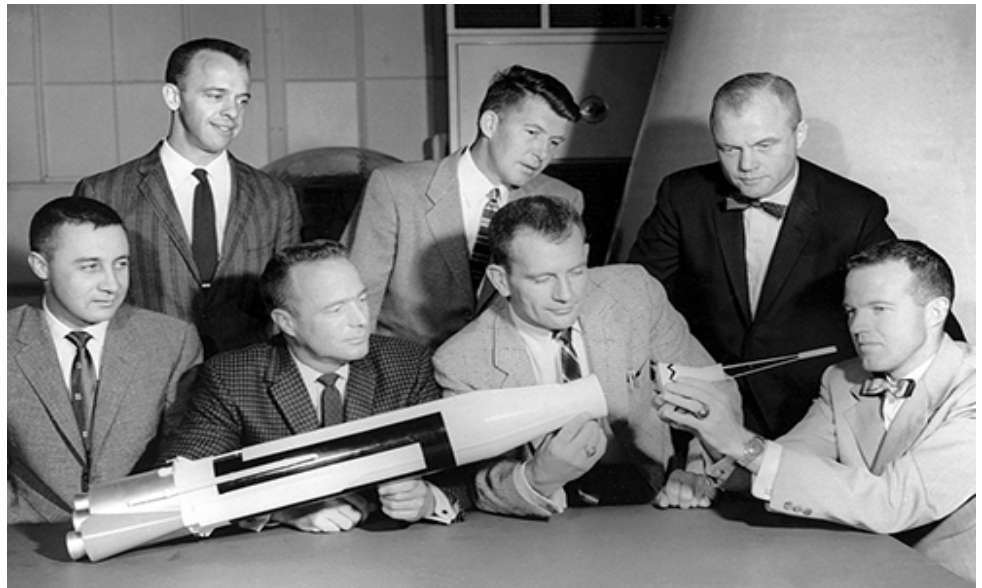
Astronaut	Svc	Spacecraft Name	Splash-down Site
M. Scott Carpenter	USN	Aurora 7	Atlantic
Walter M. Schirra, Jr.	USN	Sigma 7	Pacific
Alan B. Shepard, Jr	USN	Freedom 7	Atlantic
L. Gordon Cooper	USAF	Faith 7	Pacific
Virgil I. “Gus” Grissom	USAF	Liberty Bell 7	Atlantic
Donald K. Slayton	USAF	No flights	
John H. Glenn, Jr.	USMC	Friendship 7	Atlantic

Twenty unmanned flights using Little Joe, Redstone, and Atlas launch vehicles were conducted to develop the launch vehicles, launch escape system, spacecraft and tracking network. These flights started as early as 1959 and continued through 1961. Other flights involved primates to test launch and recovery procedures. From the very beginning, the maritime patrol

community would play a part in Project Mercury.

Six patrol squadrons, VP-5, -7, -16, -18, -44, and -45, would participate in the Project as part of Task Force 140, Project Mercury Recovery Force. Only VP-45 flew Marlins, while the remaining five squadrons flew Neptunes. Four of the six squadrons were based at NAS Jacksonville. The other two, VP-44 and VP-45, were based at NAS Patuxent River and NAS Bermuda, respectively.

A seventh squadron, VP-6, played a role in the Project in that astronaut M. Scott Carpenter had served multiple tours with VP-6 in Korea flying surveillance,



NASA Astronauts Grissom, Shepard, Carpenter, Schirra, Slayton, Glenn and Cooper in 1962.

submarine patrol, and aerial mining missions prior to attending the Navy’s test pilot school in 1957. Squadrons flew support missions at the splashdown site as well as off the coast of Florida supporting launch activities at Cape Canaveral.

Between April and June 1958, VP-18 participated in primate space program recovery missions in the Caribbean, while in May 1960, VP-16 participated in test shots of the Redstone and Atlas rockets. During the entire Project Mercury program, VP-45 participated

As an Airman Apprentice just out of boot camp, I had never spoken to an officer. It was Feb. 20, I was buffing the hangar passageway when an officer hurried out of his office grabbed me and said ‘This is history, you’ve got to see it!’

in all of the Project Mercury space shots as a member of the Bermuda Recovery Unit.

VP-45 Association member James Norman recalls flying P5Ms on search missions for the space capsule while John Covert, another of our members, recalls, "In January 1962, I reported to NAS Pensacola for temporary duty awaiting an opening in AT 'A' school. As an Airman Apprentice just out of boot camp, I had never even spoken to an officer. It was Feb. 20,



Even though only one man was aboard the Mercury capsule, quarters were quite snug.

I was buffing the hangar passageway when an officer hurried out of his office grabbed me and said "This is history, you've got to see it!" I joined him in front of his TV a few minutes before Friendship 7 lifted off and launched John Glenn into America's first orbital flight. The officer, LCDR Johnson later recommended me for NAVCAD, though I failed depth perception

in the physical. He was one of many fine leaders I encountered during my Navy experience."

In 1961, VP-5 aided in the recovery of America's first astronaut, CDR Alan Shepard, in Freedom 7 on 5 May and, two months later, aided in the recovery of Capt. Gus Grissom, USAF in Liberty Bell 7.

In October of that same year, VP-44, while deployed to Sigonella, provided aircrew detachments to the Atlantic to participate in range operations.

On 24 May 1962, VP-18 participated in the recovery of Aurora 7 piloted by LCDR M. Scott Carpenter. The squadron's aircraft number 6 was first on the scene, directing helicopters from USS *Intrepid* (CV-11) to the capsule. This was a critical recovery as Carpenter had overshot his splashdown site by 250 miles. Just over four months later, on 3 October, VP-5 supported the launch activities of CDR Wally Schirra in Sigma 7 during which he orbited the earth six times.

Finally, in May 1963, VP-7 participated in the Project Mercury ops in the Caribbean in support of USAF Major Gordon Cooper's launch in Faith 7. Cooper would orbit the earth 22 times and splashdown 80 miles southeast of Midway Island.

If any of our other members have memories of these operations, please send them to me and I'll include them in the September Mail Bag section of the *Pelican Post*.

Three Great Reasons to read this *Pelican Post* Cover to Cover!

1. No other Navy Squadron, Ship or Submarine Association has anything even a little bit close to the quality of this publication
2. There are no advertisements and no fluff. Just hard hitting articles, breaking news and a little fun!
3. Your Association Officers put in close to 150 hours assembling material, writing articles, creating graphics, interviewing members, refining the layout, printing and mailing out to members without email addresses and numerous other tasks. They do it for you!

Send us an email, for the "Mailbag," telling us how we are doing or what you're doing by clicking on the words "Hey Jack" just below.

Hey, Jack!



Ronald G. Corlew, age 70, passed away Nov. 9, 2018 in Oviedo, FL. Preceded by parents Van D. and Ouidabel L. Corlew. Survived by son, Kevin Corlew and daughter-in-law Keely Corlew, Fayetteville, AR; granddaughter Grace Corlew; grandson Graham Corlew; sister Betty Lane Holder (Randolph), Incline Village, CA; Lynn Stickley, St. Cloud, FL. Ronald was born in Nashville, TN has been a resident of Florida since 1978. He was a veteran of the US Navy and retired as Sergeant from the Orange County Sheriff's Office.



Ron Corlew

George Urb Creamer was born on December 23, 1934 in Texarkana, AR and passed away on August 7, 2018.

Mrs. Aurora Gloria Davis, age 84, passed away December 13, 2018 in Jacksonville, FL. She was a resident of Orange Park, FL at the time of passing and was laid to rest with her husband Charles "Boats" Davis at the Jacksonville National Veterans Cemetery.

CDR William "Bill" Edward Dullaghan, USN (Ret) transcended into eternal life on February 28th surrounded by family and friends at Sentara Hospice House in Virginia Beach, Virginia. Bill was born in Covington, Kentucky on July 6, 1944, graduated from Sacred Heart School, Newport Catholic High School, attended St. Pius X Seminary and graduated from Xavier University. He enlisted in the USNAF, and while waiting to be called, worked at Armco

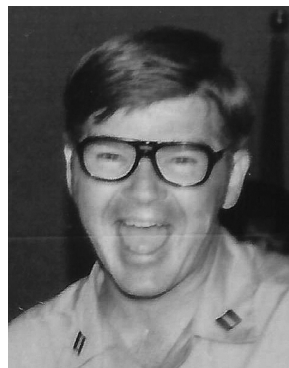
Steel Corporation. His 21-year Naval career included 28 moves with assignments in Pensacola and Jacksonville, Florida, Sicily, Iceland, Spain, Azores, Puerto Rico, Greece, Denmark, and Norway.



Bill Dullaghan

Prior to his assignment at the Taiwan Naval War College in Taipei, Taiwan as the US Naval Representative to the US Naval ROC College, he spent a year at the Defense Language Institute in Monterey studying Mandarin Chinese.

Bill then operated a swimming pool company in Hilton Head, South Carolina, followed by a position at Ferranti International in Lancaster, PA. Bill began his career in the financial services industry with positions at First Nationwide Bank and subsequent positions at Shearson Lehman, Greentree Mortgage, and Primerica in California and the Duckworth Group at UBS Financial Services in Virginia Beach.



Bill Dullaghan in VP-45 circa 1974.

He was predeceased by his parents, William Albert and Mildred Frances Dullaghan, and his first wife Jean Yates Dullaghan. He is survived by his wife Doralece Lipoli Dullaghan, sons, Michael Dullaghan and wife, Lisa Bunch Dullaghan of Roanoke, Virginia; Matthew Dullaghan and wife Ann Tse Dullaghan of San Jose California; grandchildren, Jessie Lin, Car-

oline Dullaghan, Catie Dullaghan, Carter Dullaghan, Camryn Dullaghan and Lucas Dullaghan.

CAPT Robert Wendell Elliott, 67, of Lynchburg, VA passed away peacefully surrounded by his family



CAPT Wendell Elliott

Tuesday evening, December 25, 2018. He was the loving husband of Deborah Hoffman Elliott for 30 years. Born February 5, 1951 in Lubbock, TX, he was a son of the late C.H. Elliott and Dorothy Teal Elliott. In addition to his parents, he was preceded in death by a sister, Barbara Elliott Call. Rob was a devoted father and grandfather who loved spending time with his family. He proudly served his country as a U.S. Naval Aviator, retiring at the rank of Captain after 24 years of service. He held three Masters Degrees, and went on to work as a Global IT Executive for Dell Computers in Austin, TX after retiring from the Navy.

His leadership and mentorship launched many successful careers both in the Navy and in corporate America. Rob's final wish was to spend one more Christmas with his family and he accomplished this last mission through sheer force of will. His indomitable spirit continues to inspire those he leaves behind.

CDR R. Malcolm Fortson, Jr. USN (Ret), age 97, of Jacksonville, FL died peacefully on February 5, 2019 surrounded by loved ones. Commander Fortson, Jr. was the son of

RADM R. Malcolm Fortson, Sr. and Nellie Phinizy of Jacksonville, Florida. He enlisted in the U.S. Navy Reserve in 1938 and later graduated from the U.S. Naval Academy in the class of 1945. He then served in WWII in the Pacific aboard the USS *Lutze* DD-481. Following the war, Malcolm went on to become a Naval Aviator engaged in anti-submarine warfare joining VP-45 in Bermuda. Following a tour in Japan he attended the US Naval Postgraduate School, Monterey, California completing a Masters in Operations Research.



Malcolm Fortson

Following his retirement in 1967, he joined Opera-

tions Research, Inc. and in 1974 moved the family to Atlantic Beach, Florida and later to Jacksonville where he grew up on the St. John's River.

He is survived by his wife of 73 years, Kathryn, his three sons: Cdr. R. Malcolm Fortson, III, USN (Ret) (Martha Frances) of Portsmouth, Virginia, Richard C. Fortson (Mary Stuart) of Jacksonville, Florida and Alvin R. Fortson (Lee Ann) of Fayetteville, North Carolina. He also survived by two sisters, Nellie Hull and Janet Walthall.

Henry G. Ingber, 87, passed away at his home on September 20, 2018. Born in Queens on April 4, 1931, he was the son of the late Henry A. and Catherine (Braband) Ingber. Henry served in the Navy from 1951-



Henry Ingber

1955 in VP45 after which he attended Fordham University. He graduated in 1963 with his Bachelors of Science. On November 14, 1964, he married the love of his life, Claire "Becky" Lang in Pennsylvania. In 1976 they moved to Rhinebeck with their children while Henry worked for IBM from 1964-1989.

After IBM, Henry traveled the world as Lead Auditor for the Swedish company Det Norske Veritas. On occasion he worked for Fred VonHueson's Butcher Shop in Rhinebeck. In addition to his wife, Henry is survived by his children, Lorraine Gould of Phoenix, AZ, and his son H. Carl Ingber of Rhinebeck.

Gordon Edward 'Jonesy' Jones passed away in his home in Chula Vista, CA on the morning of August 24, 2018. He was born August 8, 1922 to Annetta Hogue and Harold Sinker Rossum in Philadelphia, Pennsylvania. At the end of his Junior year of high school, he was given permission to leave school to join the Navy to support his family financially. Jonesy's first duty station was Kaneohe Bay, Oahu, Hawaii, as an aviation electronics technician.



Gordon Jones

Six days after arrival, Kaneohe was bombed in the first attack on Pearl Harbor, which changed his life and the life of many others. He was involved in efforts to rescue the PBV seaplanes from

the water before they could be strafed. His brother Earl, also at Kaneohe, was injured in the attack. As WWII continued, Jonesy repaired US aircraft on many islands across the Pacific. Following the war, Jonesy was stationed at Whidbey Island in Washington State. It was here in 1946 where he met and married his wife Georgia.

Upon his retirement from the Navy, he worked at Convair and Civil Service at North Island. In 2013, Jonesy and Beverly were set up by their kids for their first date. At the ages of 85 and 80, they were married. Jonesy was an active member in the Pearl Harbor Survivors Association, where he later became its president. He petitioned Congress and wrote many, many letters to different Congressmen asking to name a ship after the attack on Pearl Harbor, so as to "Never Forget." Finally, on December 7, 1992, President Bush announced that a ship would be called the *Pearl Harbor*. Up until two days before his passing, he met weekly with his Pearl Harbor buddies for old movies, junk food, and laughs. Most importantly, Jonesy will be remembered for his kindness and compassion to all people.

Ann Porter, 88, of Pensacola, FL, passed away Friday, May 18, 2018. She is preceded in death by her husband, LCDR Donald R. Porter, USN Ret. 1928-2013; father, Edwin A. Powell, Salisbury, N.C.; mother, Ruth Leith Sides,



Ann Porter

Salisbury, N.C.; sisters, Helen Duggan, St. Petersburg, FL and Gales Roan, Raleigh, N.C. She is survived by her daughters, Donna Porter Knott (Larry), Birmingham, AL and Janet Porter Davis (Darrell), Silverdale, WA and son, David E. Porter (Mary), Nashville, TN; grandchildren, Clark Welborn, Jarred Welborn, Jeremy Porter and Erin Porter Drury, eleven great-grandchildren and one great-great-grandchild.

Paul Loria was born on January 19, 1937 and passed away on March 15, 2019 at age 82.

Paul was admitted into the hospital on Feb 24, 2019 and he was diagnosed with terminal cancer. He was subsequently put on Hospice at home where he passed away peacefully surrounded by his family.



Paul Loria

Paul was a proud member of the Patron Four Five Association. He was also very proud of his service to our country in the United States Navy, and he enjoyed being with his shipmates at the VP-45 Association reunions.

Paul was a very caring person and he loved having fun. He was always active, played softball until he was 81, and golfed and played pool often.

Paul leaves behind his wife Mary Ann and their four children and several grandchildren who loved him dearly. He will be sorely missed by all of his family and friends.

"It follows then as certain as that night succeeds the day, that without a decisive naval force we can do nothing definitive, and with it, everything honorable and glorious."

President George Washington, 1781

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:

Charles Oglesby, Treasurer, Patron Four Five Association

599 Hibernia Oaks Drive,

Fleming Island, Florida 32003

904-525-7841; Email: cogle14617@aol.com

ROSTER INFORMATION

Name: First _____ MI _____ Last _____

Date of Birth: _____ Spouse's First Name; _____

Mailing Address: Street _____

City _____ State _____ Zip _____

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

FORMER SQUADRON SERVICE/DUTIES

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

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

Dates Served: From _____ To _____; From _____ To _____

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

Ground Duties/Division _____

How did you find out about the Association _____

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

VP-45 2020 Reunion

Location Voting Ballot

We would like all Association members to vote for their preference for the location of the next reunion in October of 2020. You may do this by going to the VP-45 Association website Home page (www.vp45association.org), scroll down toward the bottom of the page and click on the big round blue button. Answer the survey questions and then submit your vote.

If you are still into addressing envelopes and licking stamps, you may, instead, tear out (or print out) this page and mail it into our Association Vice President and Reunion Coordinator, Spence Cunningham:

Spence Cunningham

683 KILCHURN DR

ORANGE PARK FL 32073

Directions: Circle your answer in the two questions below. Only circle ONE answer in each question. Then fill out your name and email address (if you have one). You may only submit ONE BALLOT.

1. What is your PRIMARY preference for the 2020 Reunion location?

San Diego Jacksonville San Antonio Norfolk New Orleans

2. What is your SECONDARY preference for the 2020 Reunion location?

San Diego Jacksonville San Antonio Norfolk New Orleans

Member Name: _____ Email address: _____

Thanks for your vote!! See you in 2020!

