

2020
MARCH

THE VP-45 ASSOCIATION'S

Pelican Post

Newsletter

www.vp45association.org



2020 REUNION IN
**JACKSONVILLE,
FLORIDA**
OCTOBER 7 - 11

**THE P5M
"A TALE OF TWO TAILS"**
(See Page 11)

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(Cover Artwork and Design by Bill Hobgood)

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From Jack Keane, the Editor:

In this issue of the Pelican Post, we highlight the squadron’s support of search and rescue operations in 1968 for the USS *Scorpion* (SSN-589). Recently, I received several e-mails suggesting we highlight the experiences of Association members during the December 1968-June 1969 Southeast Asia deployment. I look forward to hearing from those of you who participated, and, if you need to jog your memories, please look at the deployment cruise book on our website...click [HERE!](#)

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 calls both Florida and Georgia home.

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 recently retired from 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 new Association website in 2011 and 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 Lantana, Texas.

“I’ve mentioned this before....we have the best VP Navy Association in existence, and it is because of our member’s participation in reunions and our “all volunteer officer contingent.” I am very proud to be a Member of the VP-45 Association and to serve as your President!

From the Desk of..

Doug Mitchell

President’s Report



I don’t know about you folks, but I have been seeing 2020 all year! I sincerely hope all of you are well and enjoying life.

Speaking of 2020, this year marks our 30th Anniversary

since our Patron Four Five Association was established! And as you know, we are going to our Squadron’s “Home in Jacksonville” for this year’s 16th Biennial Reunion October 7th - October 11th. Please sign up early, and especially go ahead and make your reservations at our hotel.

Our Reunion Coordinator Spence Cunningham has 100 rooms available each night and more if need be....IF we use them! You can cancel your reservation 48 hours prior to your arrival date without penalty! Spence has the Registration Form in this newsletter or you can sign up online at our website’s home page by clicking [HERE](#). If you have any questions regarding this

reunion...please contact Spence or myself. And we hope to see you!

The Squadron will be home, and like our last reunion in Jacksonville, we will have several Active Duty join us downtown at the Banquet Dinner. As I’ve said many times, “No other VP Navy Association has a closer relationship with the parent squadron!” We look forward to our visit with them, and to hear about some of their accomplishments on their recent deployment to Japan and Southeast Asia. You don’t want to miss this reunion! The camaraderie with our members and the squadron personnel at our reunions is what makes our Association so special.

Spence and I will be welcoming the Squadron return home the end of this month and the first week of April. As all of you remember, coming home to your loved ones after a six month deployment is very exciting times for our families! This is perfect timing as we have all summer to plan the Squadron’s involvement in the October Reunion.



The Double Tree by Hilton Hotel, seen in this view from across the river, will be headquarters for the 2020 Association reunion.

In the September 2019 Newsletter, I mentioned we had volunteers for virtually every Officer Position, and we will vote for them at the Business Meeting on Saturday morning during the reunion. And once again, IF any of you would like to serve please give one of our current officers your name and we will add you to the list! Since we have all volunteers...I am not appointing a Nomination Chairman or Committee as depicted in our Association By-Laws. I've mentioned this before.... we have the best VP Navy Association in existence, and it is because of our member's participation in reunions and our "all volunteer officer contingent." I am very proud to be a Member of the Patron Four Five Association and to serve as your President!

Thanks to some recruiting efforts by many of you, we should have quite a few new members attending the Jacksonville Reunion. For you new folks reading this newsletter, please continue to reach out to the guys and gals who served with you and get them to join us. For you folks on Facebook, there are hundreds of sailors on the VP-45 Alumni Page who were in the squadron! Some of you know them...we don't... but we would like to meet them! As a prior P-3 Flight Engineer, I've had the privilege to attend many 3rd Friday of the Month gatherings of Flight Engineers at Whitey's Fish Camp near our Florida home. In the photo (right) there are three new Association Members!



I will be in Pensacola, Florida the last week of April to make our 8th Donation to the 'World Renown' Flight Academy at the Museum. As I mentioned in the September Newsletter, this year's recipient of the six-day Course is Davis Carmichael, Grandson of member Janet Carmichael. Davis's Grandfather was a P-5M Pilot in the Squadron from 1959 - 1962 in Bermuda. He will be attending the course June 28th - July 3rd. Davis is very interested in aviation, and will begin formal flight training sometime after his 16th birthday in March.

Have a wonderful summer, stay well, and please plan to join us in Jacksonville October 7th - October 11th!

Best Regards,

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

**See Everybody in Jacksonville,
October 7-11, 2020!!**



FROM THE VICE PRESIDENT

by: Spence Cunningham



Hello Fellow Pelicans!!! We are coming home to Jacksonville in October 2020!!

As we mentioned in the Fall Newsletter, Pelican HQ will be at the DoubleTree by Hilton, Jacksonville Riverfront!! Reservations have been available since October 2019 and I sincerely hope that you've made yours!! If not, do it now!!

For phone reservations: (available 24 hours a day), call 1-800-222-8733 and be sure to ask for "VP 45 Patron" or Group Code V45. For hotel reservations online, click [HERE](#).

Hotel accommodations/rates: Special rates for the reunion are as follows.

Standard Room - \$125.00/night.

Riverfront View Room - \$135.00/night.

River View Junior Suite with Balcony - \$165.00.

The cutoff date for reservations is midnight on September 19th.



Headquarters: VP-45 Association 2020 Reunion

Cancellation policy: If you must cancel, you can up to 48 hours prior to your check-in date without penalty. So, go ahead and make your reservations now!! Note that rates quoted are available up to three days before and after the reunion!!

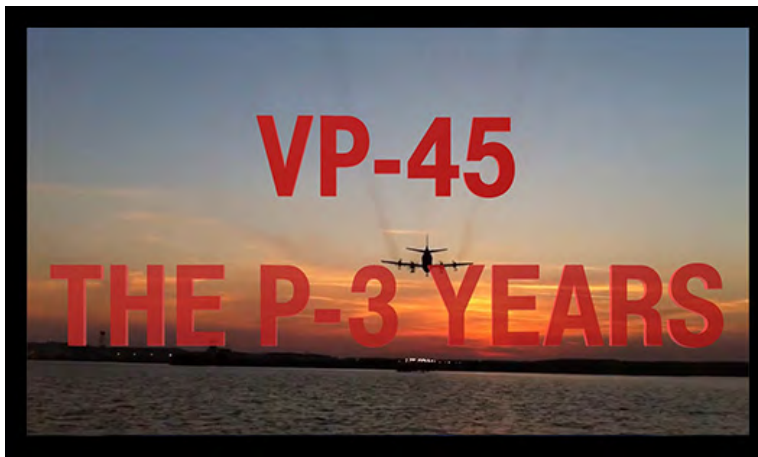


Typical Standard Room at Hotel

We used this hotel for the 2014 reunion but then it was the Crowne Plaza. It has been remodeled since and I think you all will enjoy being here very much!! It has all expected amenities including complimentary Wi-Fi, and (for us) a 15% discount in the hotel restaurant, two complimentary breakfast buffets per room per day and overnight parking for just \$5.00.!!

For more information on the hotel, click [HERE](#).

Online reunion registration is open and your selections and secure online payment can be made [HERE](#). If you prefer to use the U.S. Mail, this Pelican Post Newsletter has a registration form near the last page that you can print, fill out and mail in!! Get your choices in and join us!!



The newly updated VP-45 "Era" videos will be shown both Thursday and Friday Evenings.

Below is an abbreviated schedule of events for the reunion. A very detailed schedule is available toward the end of this newsletter (Page 28). I would encourage you to browse the full schedule that contains even more reunion and tour information (like the seating chart for the Alhambra theater). You can get there by just tapping or clicking [HERE](#).

Schedule of Events:

Thursday: Hotel check-in and Mayport NS ship tour of a Littoral Combat Ship. Hospitality Room open 8AM to midnight. "Meet and Greet" starts at 6PM. Note! Important! If you plan on taking the Naval Station Mayport ship tour, you **MUST** read the short informational document located [HERE](#). Also...here is a short (3 min) video introduction of the Freedom class ship. Click [HERE](#).

Friday: Trip to NAS Jax to visit VP-45/P-8 Tour/ Lunch. Alhambra Dinner Tour. Starting at 7pm: VP in Vietnam Presentation and VP-45 "Era" videos in the Hospitality Room (Open 6pm to midnight).

Saturday: Business Meeting at 8AM. Hospitality Room open at 9AM; closes at 4PM. Fernandina Beach/Shopping tour 9AM - 3PM. Banquet program starts at 6PM. Hospitality Room open after Banquet until midnight.

Sunday: 7AM - 11AM Farewell breakfast.

I really look forward to seeing you all

in JAX and hearing and telling sea stories and enjoying the bond we share as Pelicans of the World Famous VP-45; still the best Patrol Squadron in the USN!!! My first reunion was Pensacola two years ago and it was a great time!! Register now and save your place for the festivities!

Remember, pitch this to any non-member Pelicans you know and encourage them to come!! Ten bucks gets them the membership that is required to attend!

OK....if you are a straggler and haven't already registered for the reunion, I'll make it easy for you just....

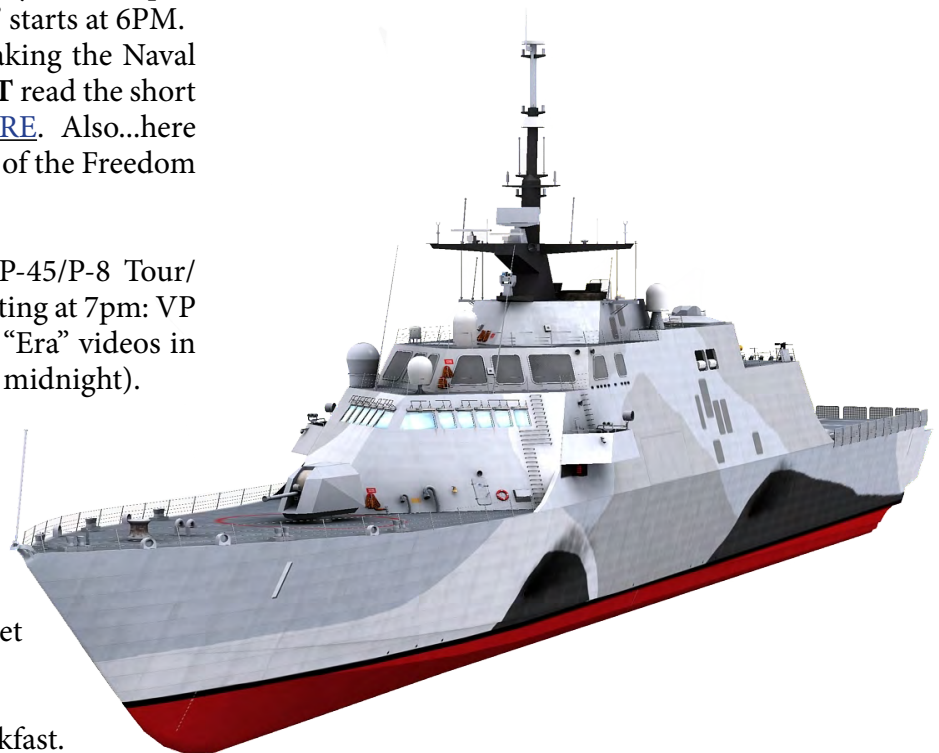


SEE YOU IN JACKSONVILLE!!!

Spence Cunningham

awcmspence@comcast.net

(904) 504-3008



This is USS Freedom, lead ship in the Freedom Class of littoral combat ships. We will tour one of them on Thursday at Naval Station, Mayport.

NAVY TRIVIA

“Celebrities You Never Knew Were In The Navy”

By: Bill Hobgood

A few issues ago we covered all the Presidents who had served in the Navy. This article will highlight a few well known people who, you may not have known, also served in the Navy

Humphrey Bogart; born in 1899, Bogart was raised in a well-to-do family and went to the best schools. At age 18 he was expelled and joined the Navy, serving during WW-I. He is reported to have been a model sailor. He received his trademark scar while escorting a Navy prisoner to Maine. While lighting a smoke, the prisoner smashed him in the mouth with his cuffs. About the War, Bogart was quoted as saying: At eighteen, war was great stuff. Paris! Sexy French girls! Hot damn!”



Bogart in his role as Capt Queeg circa 1954



Barker as a LTJG in flight training.

Bob Barker; long time host of the TV show “The Price is Right,” Barker entered Navy flight training as a NAVCAD at age 20 in 1943. He received his wings as a fighter pilot but the war ended before he was actually deployed to a seagoing squadron.

MC Hammer (“Don’t touch That”) AKA Stanley Burrell, enlisted in the Navy in 1984 after failing to achieve his dream of playing major league baseball. He served three years as an AK (Aviation Storekeeper) in Patrol Squadron FORTY-SEVEN at Moffett Field. A career in music followed.



MC Hammer

Johnny Carson entered the Navy via the V-12 officer training program. After training he was assigned in 1943 to the battleship *Pennsylvania* in the Pacific theater. He worked in communica-



A young Johnny Carson. Photo courtesy of the U.S. Navy

tions and was the ship’s champion boxer. When the Secretary of the Navy (James Forrestal) visited his ship, he asked Carson if he intended to stay in the Navy. Carson replied “No, I want to be a magician.”

Kirk Douglas, born Issur Danielovitch in 1923, was raised poor and changed his name right before joining the Navy in 1943. He served as a communications officer in ASW aboard a patrol boat (*PC-1139*).



He was medically discharged in 1944 for war injuries sustained from the accidental dropping of a depth charge. He recently passed away at age 103.

Kirk Douglas as CDR Edgington in the movie “In Harm’s Way.”

Montel Williams, best known as a TV show host, graduated from the Naval



Montel Williams at the Naval Academy circa 1980.

Academy in 1980 after serving a two year enlistment in the Marines. As a Naval Officer, his specialty was cryptology. He served ashore in Guam and then spent three years on submarines. He finished his Navy career as a Lieutenant Commander after 15 years total service.

Paul Newman enrolled in the Navy’s V-12 pilot training program at Yale University but washed out due to color blindness. He then enlisted in the Navy and finished training as a radioman and rear gunner. He qualified in the Avenger torpedo bomber in 1944 and was sent to NAS Barbers Point in Hawaii training combat flight crews deploying in VT squadrons. He eventually deployed himself aboard *USS Bunker Hill* as a radioman/gunner. During the Battle of Okinawa, a kamikaze attack killed a number of service members, including some of the members of his unit. He left the Navy after the war for a career in acting.



Paul Newman, torpedo plane gunner circa 1943

FROM THE WEBMASTER

By: Bill Hobgood



Recently I acquired a new video Editing software by Blackmagic Design called "Davinici Resolve." After last reunion's sound fiasco, I decided to completely redo the VP-45 "era videos" from scratch. This new application will help me do that and present a more professional look.

My first video for the Association was completed in time for the 2008 Jax Reunion; a single video that lasted about 20 minutes. In 2012, I modified that single video slightly for Mobile. For the 2016 Charleston Reunion, I redid the videos so that they were divided into three parts...one for each aircraft era. Those videos were for the PBM, P5M and P-3 generations. The showing in Charleston got rave reviews.

So the three videos remained unchanged for the last reunion in Pensacola. We drove to that reunion so Becky and I brought a sound system with us. On Friday evening I set up the projector, screen, laptop, sound system and connecting cables. Pre-flight walk around complete, I fired it up. No sound. Could not get power to the speakers. After an hour of trouble shooting, we ended up just showing the videos without sound. I was angry, frustrated, disappointed and embarrassed. Later I discovered that while the sound system had an ON/OFF switch, the remote was needed to actually turn it on. The remote had been left in Texas.

I promise much better work this time in Jacksonville...including sound!!

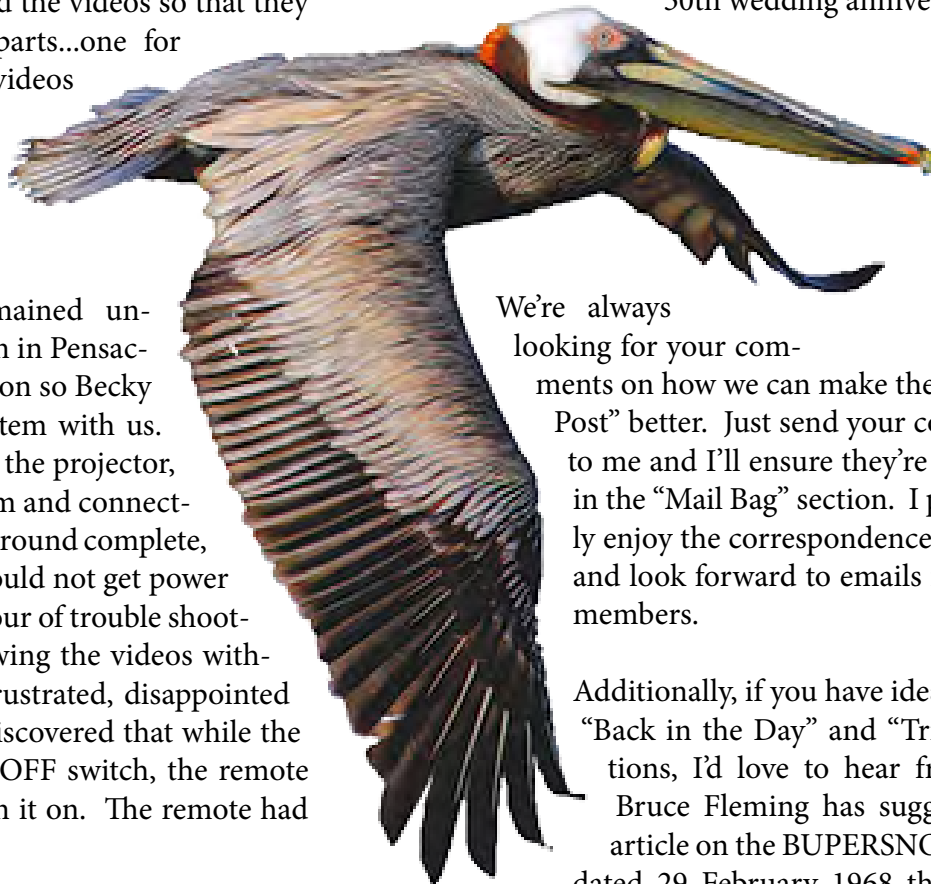
Have any questions for me? Please shoot me an email to: hobgood.bill@gmail.com.

SECRETARY'S PODIUM

By: Jack Keane



Since September, I've been busy adjusting to retired life and visiting with several Pelicans. In September, I was elected to the Board of Directors for the Maritime Patrol Association and I'd like to thank those of you who supported that decision. In October, I was fortunate enough to join other Pelicans in the first Jax area mini-reunion at Whitey's Fish Camp arranged by Spence Cunningham and Mike Riley. That same weekend, several former Pelicans joined Jim and Sherryl Bolin in celebrating their 50th wedding anniversary.



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.

Additionally, if you have ideas for the "Back in the Day" and "Trivia" sections, I'd love to hear from you. Bruce Fleming has suggested an article on the BUPERSNOTE 1440 dated 29 February 1968 that established the AW rating. Look for that and memories of the Southeast Asia 1968-69 deployment in the September issue of your "Pelican Post"!

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

SEA STORIES

A Selection From Our Website “Sea Story” Page

Ops in Costa Rica - 1955

by: Al Raithel

Jose “Pepé” Figueres Ferrer (1906-90), a moderate socialist, was elected president of Costa Rica in 1953. Dictatorial President Anastasio Somoza (1896-1956) of Nicaragua claimed that members of the Caribbean Legion, a group of political exiles from Caribbean nations, participated in a plot to assassinate him with Figueres’s help (the Legion had backed Figueres in his election). Somoza apparently made plans to retaliate, and supported Rafael Calderon Guardia (1900-70), a disgruntled former president of Costa Rica. On January 11, 1955, Calderon led a group of rebels south from Nicaragua and seized the northern Costa Rican border town of Villa Quesada on the Pan American Highway.

About this time, the Army Air Defense unit on the Caribbean side of the Canal detected an unidentified aircraft about 50 miles north of the Canal. VP-45 was tasked to intercept, which we did. Our target was a Venezuelan Air Force C-47, headed to Costa Rica.

At about the same time, President Figueres appealed to the Organization of American States to investigate. The Department of Defense volunteered VP-45 to support the OAS Investigative Commission, to report to the US Ambassadors in San Jose, Costa Rica,

and Managua, Nicaragua. A radio network was established for reporting, and VP-45 sent LCDR. Bob Bookhamer to the Embassy in San Jose for liaison.

We immediately commenced air patrols over northern central Costa Rica along the Pan American Highway, reporting everything we saw. The OAS had flown in a ground observer team to take station at the border crossing to make sure that nothing would get across unreported. As soon as these actions were publicly reported, Nicaragua stopped supporting the rebels, who were mainly Costa Ricans.

In 1954, the United States had sold/given four P-47s formerly assigned to the Puerto Rican Air National Guard (you could still see where the PR ANG had been painted on their fuselages) to the Guatemalan Air Force to be used against the communist rebels of Jacobo Arbenz (VP-45 also got into that as part of the maritime reconnaissance unit of Operation Hardrock Baker). One of these P-47s, a Nicaraguan Air Force AT-6, and a C-47, flew for the rebels. The C-47 was shot down during an attack on a Costa Rican Government held ranch house. A VP-45 crew was pretty close when they were shot down. The remaining aircraft disappeared, presumably return-



In this rare photographic image, the rebel Venezuelan C-47 discussed in this story is on its way down in flames. VP-45 Boat 9, on station that day, colselly monitors the action.

ing to Nicaragua. Some heavy fighting occurred at several locations, but the loyal ranchers were too strong for the rebels and they fled back to Nicaragua. VP-45 closed down the operation, and a couple of days later, we were off to San Juan and Operation Spring Board.

Historical Moment

A Tale of Two Tails (P5M)

by Bill Hobgood

If you had arrived for duty with VP-45 around 1955, one of the first things you would have noticed, on your first trip to the flight line, is that there seemed to be two different models of aircraft among the 12 brand new “Marlins” parked in the hangar and on the ramp. One had a vertical tail fin with the horizontal stabilizers (or planes) mounted low just above the rear gun turret. The other version, arguably better looking, sported a “T-Tail” which repositioned the horizontal planes at the very top of the vertical fin.

If you were destined to be aircrew, you would eventually discover that the two versions had model numbers (P5M-1 and P5M-2), and that the T-Tail P5M-2 had a MAD boom assembly in place of the gun turret, a new “Doppler Navigation Set,” controllable “hydro-flaps” (like water brakes), more powerful Wright R-3350 engines, larger fuel capacity, improved radar and newer lines to the hull for better water performance.

Other than that, the two airplanes were pretty much the same. But it was that high T-Tail that stood out. So what the heck was the tail modification for? Well, according to the Martin Company, that tail had nothing to do with better flight control, it was just to keep salt water spray away from the tail during takeoff.

Retired Navy Captain, Charley Caldwell, who was a young

LTJG and PPC in VP-45 back in 1955, told me he never thought the “improved” P5M-2 was much different than the P5M-1. He also said: “I just could trim the dash-1 easier and almost always got better mileage and a tad more speed...but other pilots swore by the dash-2. I flew the same plane the whole time in the squadron with the same crew.”

Charley went on to say: “Water spray was really never a problem. The hull was designed to keep spray away



In this 1960 photograph, both P5M versions are parked side by side. LN-7 is a P5M-2 and LN-8 is a P5M-1. Also note the different paint schemes.

from the cockpit. In rough sea it could be a “look-outfer” but would be on and off during the landing - not a problem on take-off. Sometime in strong wind, reversing the props was good for lots of spray, especially if stopping in a hurry was the plan. Wind was only a large problem in trying to make a buoy in a crosswind; and usually a problem on just about every landing at Jax due to crosswind and strong current in the river.”

Note that at some point around 1958, VP-45’s tail letters were changed from “EE” to “LN.” The L was likely meant to mean “Lant” (for Atlantic Fleet) and the second letter was assigned in squadron numeric order. So VP-5, the lowest number Atlantic fleet P-3 squadron, became LA and VP-56, the highest number squadron became LQ.



LN-1 (the Skipper’s plane) in 1958. Seem he, like Charley Caldwell, preferred the P5M-1.

Also, In 1962, a year before VP-45 transitioned to the new P-3A, P5Ms were redesignated P-5A (the dash-1) and P-5B (the high tail dash-2).

ALUMNI NEWS

This section can contain just about anything that deals with our members and their activities by themselves or with other members. The Editor might choose to publish your input in the "Mail-bag" instead of here. Regardless, tell us what you are doing and include pictures!! Ed.

Ski Trip



In early February, Scott Bosecker, Jack Keane and their "Naval Aviator Ski Klatch" made their annual trek to the Lake Tahoe basin (see photo above).

AOCS Class Reunion



Left to Right: Jo & Scott Bosecker - Admiral Kyle & Amy Cozad.

On 29 February, Scott Bosecker hosted a 40th reunion in Pensacola for his Aviation Officer Candidate (AOCS) Class 23-79. Scott spent the past year hunting down classmates. RADM Kyle Cozad, former Patrol Wing ELEVEN Commander, was the plenary speaker.

Southeast Region Pelican Meet Up!

(by Mike Riley and Spence Cunningham)

Fellow Pelicans! Mike Riley and I are happy to report that the meet up scheduled for the Southeast Pelicans was a success!!! We set up at Whitey's Fish Camp on Fleming Island at 1700 on the 25th of October and Lo and Behold, we had an awesome turnout!! I have to recognize Brenda Toner for the assist with Whitey's!! She was instrumental making sure we had a space and that we were taken care of!! Thank you, Brenda!!! Mike and I appreciate your help!!



Mike Riley, Tony Laquidara, and Jack Keane at Whitey's Fish Camp

I personally saw eight old shipmates from the 80's. Two of which I had not seen since 1983 and they live and work in Jacksonville/Orange Park, which

is sad, but true. I know there are others that live here and would have a great time catching up!! We all need to make it our mission to find these people, from all decades, and get them to join us!! Please keep that in mind if you run into someone or contact via social media!! As you can see Pooh Bear has his special technique to "convince" Mike Baker he needed to join!!! It worked!!

Whitey's set aside their new Pavilion which was perfect as the weather cooperated nicely with a cool breeze coming off Doctor's Lake! The meet up went well into the evening breaking up around 9PM. I am confident



Mike Baker being “convinced” to join the Association by “Pooh Bear” Mitchell.

that all had a great time! We are looking to make this a couple times a year event here in the Southeast at various locations to make travel fair for all!!

We would like to encourage all Pelican’s in all areas of the country to set up their own meet ups! Jack Keane can assist in providing e-mail addresses and phone numbers for members in your respective area. Make some contact, set up a place & time and go for it!!!

Last October 26th, Jim and Sherryl Bolin celebrated their 50th wedding anniversary at Sullivan Hall at Sacred Heart Catholic Church, Fleming Island, FL.



L to R above, Doug Mitchell, Joe Brundage, JW Allgood, Jim Bolin, and Jack Keane

The Association’s Oldest Member

Victoria and Doug Mitchell had the pleasure of visiting their 95-year-old good Navy friend and his wife, AFCM/CMC (Ret) John and Margaret Bollinger on 20 December at the Benton House Assisted Living Facility in Jacksonville, Florida. John can only hear out of his left ear, see out of his left eye, and he is using a walker and wheelchair due to several operations on his right knee and leg. Margaret has Dementia. But

let me tell you, it was a wonderful experience visiting with them for an hour and a half! For those of you who knew John...he is still a hoot!



Doug and Victoria visit with the Bollingers in Jacksonville.

Right before we went to press with this Newsletter, we were advised that John’s wife, Margaret had passed away in late February.



Hey, Doc!!

Your Pelican Buddies want to know what the heck you’ve been up to!

Tell ‘em by shooting an email to the Newsletter editor. All ya gotta do is:

CLICK HERE

SQUADRON & COMMUNITY NEWS

VP-45 and Japan Maritime Defense Forces Conclude ANNUALEX

By MCSN Thomas A. Higgins VP-45 Public Affairs

The U.S. Navy and the Japan Maritime Self-Defense Force (JMSDF) completed their largest bilateral exercise, ANNUALEX in the Sea of Japan, Nov. 21.

ANNUALEX is a bilateral training exercise between the Navy and JMSDF conducted in air, surface and subsurface battlespaces. The exercise allows the nations to practice and evaluate the interoperability elements required to effectively and cohesively respond to the defense of Japan or to a regional contingency in the Indo-Asia-Pacific region, while continuing to build bilateral relationships.



Patrol Squadron 45 Sailors conduct an anti-submarine warfare exercise aboard a P-8A Poseidon during ANNUALEX, Nov. 13.

Commander, Task Force (CTF) 72 participated in the anti-submarine warfare (ASW) portion of the exercise, sending P-8A Poseidon aircraft from Patrol Squadron (VP) 45's "World Famous Pelicans" and VP-10's "Red Lancers". The squadrons conducted more than 15 ASW flights throughout the course of the event.

"For CTF-72 and VP-45, ANNUALEX 19 provides another great opportunity to participate in high-level exercises that build confidence with our maritime partners and reinforces those internationally recognized norms, rules, standards and practices of maritime law," said Commander Paul W. Nickell,

Commanding Officer, VP-45. "The challenges in the INDO-PACOM area of responsibility require closer integration than ever before, and ANNUALEX optimally allows us to align our warfighting capabilities with our hosts here in Japan."

The U.S. and our JMSDF partners practiced a wide range of war fighting capabilities to include ASW, long range maritime strikes, as well as surface-to-air and air-to-air combat exercises. Around 8,500 U.S. Sailors, 13 ships, submarines and various shore-based aircraft participated in ANNUALEX.

VP-45 'Pelicans' Come in for Landing at Diego Garcia

By MC3 Jillian F. Grady, Navy Support Facility Diego Garcia Public Affairs

A U.S. Navy P-8 Poseidon aircraft detachment from the VP-45 "Pelicans," visited U.S. Navy Support Facility Diego Garcia from Dec. 1 to Dec. 3.

"VP-45 was thrilled to operate out of the Naval Support Facility Diego Garcia," said officer-in-charge LT Jason Cuellar. "Not only is it the footprint of freedom, but it is a professional airfield that ensured VP-45's success during our short two-day stay."

While on Diego Garcia, Cuellar met with Diego Garcia's commanding officer, CAPT Blake Tornga. The 20 personnel detachment from VP-45 made up of nine aircrewmembers and 11 maintainers based out of



Aviation Electronics Technician 2nd Class Lake Miller from Patrol Squadron 45, inspects a P-8 Poseidon aircraft on-board U.S. Navy Support Facility Diego Garcia Dec. 2.

Naval Air Station Jacksonville, were able to see just a little of what sailors stationed on Diego Garcia get to experience.

“It’s been really great here,” said Aviation Electronics Technician 2nd Class Lake Miller of the squadron’s quick stop to the Diego Garcia. “Wherever we’re at, we’re just going to try and fulfill our primary mission.”

“Most of the individuals that were on-board will more than likely not return, making this a truly once in a lifetime experience,” Cuellar said. “Everyone was awestruck by the island’s beauty and pristine condition.”

The P-8A Poseidon is the U.S. Navy’s multi-mission maritime patrol and reconnaissance aircraft. The P-8A efficiently conducts anti-submarine warfare, anti-surface warfare, intelligence, surveillance, reconnaissance, and humanitarian response.

Boeing Sees P-8’s New Capabilities Expanding International Market

By Garrett Reim, Singapore, 13 February 2020
(flightglobal.com)

Boeing believes possible upgrades to its P-8, including the integration of new anti-ship cruise missiles, bombs, sea mines and decoys, among other payloads, could help it increase international sales potential. The US Naval Air Systems Command solicited potential contractors on 28 January to integrate a variety of weapons on the aircraft via a request for information notice posted online.

“The capability opportunities for the P-8 are quite endless,” says Tim Flood, senior manager for international sales of commercial derivative aircraft, at the Singapore air show. “So, by adding the capabilities, whether it be weapons or new sensors, that opens up that aperture for greater demand.”

The P-8 is based on the commercial 737-800, but its airframe has been ruggedized. That means it

wouldn’t take much modification for the aircraft to carry new weapons, especially on its wing pylons, says Flood.

“There’s no real modification required,” he says. “It’s more of an airworthiness certification process.”

Flood declines to say what nations are potential customers in Asia. Boeing is awaiting finalization of a contract with New Zealand for four examples of the P-8 and another contract with South Korea for six examples.

First of RAF’s New ‘Russian Submarine Hunters’ Arrives in Scotland

By Alistair Bunkall - Defence correspondent
(news.sky.com)

The first of the RAF’s new £3bn (\$3.8 billion) fleet of spy planes has landed at a military base in the north of Scotland. The maritime patrol aircraft will form a new squadron responsible for hunting Russian submarines and protecting the country’s nuclear fleet.

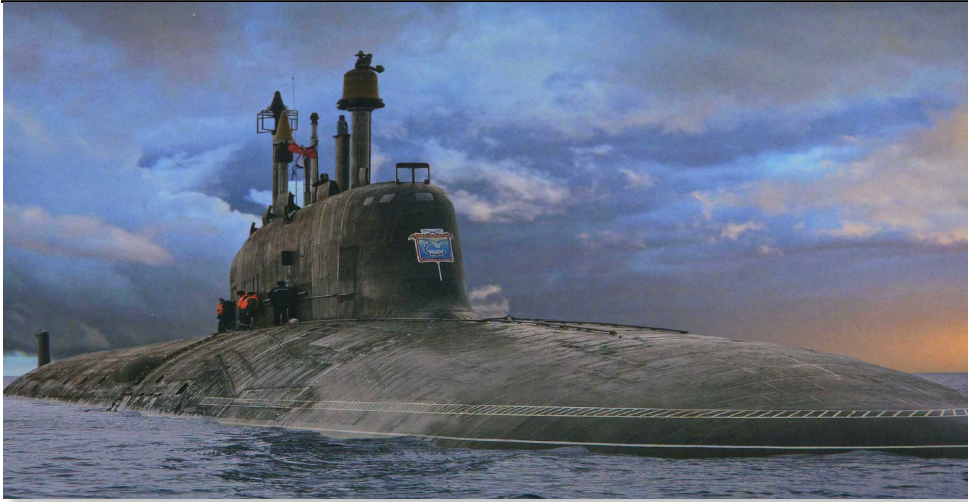
The Boeing P-8 Poseidon, nicknamed “Pride of Moray”, made the transatlantic crossing from Jacksonville in Florida - it will operate in the Arctic and North Atlantic and can perform a search and rescue role if needed. It is the first of nine ordered by the British government of the aircraft. They will be de-



The new Royal Air Force P-8A

livered by 2021 and stationed at RAF Lossiemouth in Scotland. The RAF has calculated that nine is the fewest number of aircraft it needs to protect the nuclear deterrent.

Russian submarine activity has increased to Cold War levels as Moscow looks to assert claim over



Hawker-Siddeley Nimrod that retired in 2011. One of their main missions will be to help protect the nuclear deterrence system deployed by submarines, and the two new *Queen Elizabeth*-class aircraft carriers.

Besides the United Kingdom and the United States, five other countries are adding the P-8A Poseidon to their fleets. Australia has received its twelve P-8As since deliveries began in 2016. India, which requested a unique P-8I variant, has already received eight of twelve aircraft and opted for an additional 10 in November 2019. Norway is to receive the first of its five Poseidons

Russian subs are still a threat. K-560 Severodvinsk is a Yasen class nuclear-powered cruise missile submarine of the Russian Navy, and the lead vessel of the class. The submarine is named after the city of Severodvinsk.

in the Arctic and pushes its naval forces close to NATO territory. On one occasion last October the Russian Navy put ten submarines at sea in the High North at the same time. The P-8s will drop sonobuoys to monitor enemy submarine movements. They can operate as high as 41,000ft and as low as 200ft above the water; they will also carry Harpoon anti-ship missiles and torpedoes to defend against attack.

in 2022. New Zealand has signed for four aircraft, and South Korea for six.

US Navy Plans to Arm P-8A With Cruise Missiles, Bombs, Sea Mines and Decoys

By Garrett Reim4 February 2020 (flightglobal.com)

The US Naval Air Systems Command (NAVAIR) is soliciting potential contractors to integrate the Bo-

eing P-8A Poseidon with Long Range Anti-Ship Missiles (LRSAM), as well as several other weapons.

NAVAIR is also interested in outfitting the maritime patrol aircraft with 500lb-to-2,000lb class bombs fitted with Joint Direct Attack Munition guidance kits, Quickstrike sea mines, Raytheon's gliding Small Diameter Bomb, as well as Miniature Air-Launched Decoys.

First RAF P-8A Poseidon Touches Down in Scotland

By Clement Carpentreau (aerotime.aero)

The first Boeing P-8A Poseidon of the Royal Air Force (RAF) arrived in the United Kingdom on February 4, 2020. The new maritime patrol and anti-submarine aircraft will help the country "track hostile targets below and above the waves."

The aircraft, tail number ZP801 and named *Pride of Moray*, was formally delivered on July 12, 2019, during a ceremony at the Jacksonville Naval Air Station in Florida, United States. Since then, the plane had been used for testing and crew training. The P-8A, known as the Poseidon MRA (maritime, reconnaissance and attack) Mk.1. within the Royal Air Force flew to RAF Kinloss, Scotland, on February 4, 2020. It will be based there while its ultimate residence, RAF Lossiemouth, is undergoing a runway expansion to accommodate the aircraft.

Four Poseidons should be in service within the Royal Air Force by the end of 2020. Operated by the No. 120 Squadron, they will take on the role of the



An LRSAM anti-ship missile in its terminal phase of flight.

To support the integration of weapons, NAVAIR is also soliciting information for installing the BRU-55

bomb rack and a Universal Armament Interface on the P-8A. “Engineering tasks for this effort include, but are not limited to, upgrades to the Boeing Tactical Open Mission Systems and Stores Management Computer software and interfaces, test planning, execution, data reduction, and reporting on flight test efforts,” says NAVAIR. “The contractor shall support the government in designing, modifying, installing, and maintaining the test aircraft and aircraft subsystem instrumentation.”

US Completes Operational Transition From P-3C to P-8A

Gareth Jennings, London - Jane's Navy International
(Janes.com)



The final operational deployment for the P-3C was concluded on 9 October 2019, with the return to NAS Whidbey Island of VP 40 'Fighting Marlins'.

The US Navy (USN) has completed its operational transition from the Lockheed P-3C Orion to the Boeing P-8A Poseidon maritime patrol aircraft, the service has announced. The final deployment for the P-3C concluded on 9 October with the return of Patrol Squadron (VP) 40 'Fighting Marlins' to its homebase at Naval Air Station (NAS) Whidbey Island. With its welcome home ceremony, VP 40 brought to an end more than 60 years of operational service by the P-3.

The USN has a program of record of 117 P-8A aircraft (compared to 250 P-3Cs), of which 72 will be stationed at NAS Jacksonville and 45 at NAS Whidbey Island. Seven East Coast squadrons are located at NAS Jacksonville in Florida, with six to be located at NAS Whidbey Island (VP 40 will complete the process in the coming months). While the USN plans to transition over to the P-8A for all its VPs by

the end of 2020, a number of P-3Cs may remain in service after the date with the Special Projects Patrol Squadron.

Chinese Destroyer Lases VP-45 P-8A Aircraft Operating Near Guam

A U.S. Navy P-8A Poseidon maritime patrol aircraft was lased by a People's Republic of China (PRC) navy destroyer on 17 February while flying in airspace above international waters approximately 380 miles west of Guam. The destroyer involved appears to be *Hohhot*, a Type 052D or Luyang III-class destroyer in the Chinese People's Liberation Army Navy. This destroyer, pennant number 161, is among the newer Chinese destroyers and entered the fleet last year, according to news reports.

The laser, which was not visible to the naked eye, was captured by a sensor on board the P-8A. Weapons-grade lasers could potentially cause serious harm to aircrew and mariners, as well as ships and such acts violate the Code for Unplanned Encounters at Sea (CUES), a multilateral agreement reached at the 2014 Western Pacific Naval Symposium to reduce the chance of an incident at sea. CUES specifically addresses the use of lasers that could harm personnel or damage equipment.

The P-8A involved is assigned to VP-45, and is forward-deployed to Kadena Air Force Base in Okinawa, Japan. The squadron conducts routine operations, maritime patrol, and reconnaissance in the U.S. 7th Fleet area of operations.

U.S. Navy aircraft routinely fly in the Philippine Sea and have done so for many years. U.S. Navy aircraft and ships will continue to fly, sail and operate anywhere international law allows.



Chinese Type-052D-Destroyer Hohhot

TREASURER'S TWO CENTS

By: Joe Olgesby



Fellow Pelicans: There wasn't a significant amount of financial activity this period. However, as the 2020 October reunion approaches, we can expect that to change in the near future.

We did increase our membership this period. And, our account is healthy and stable thanks to your support.

Have a great summer and I hope to see you at the Reunion in Jacksonville.

Charles (Joe) Oglesby, Treasurer



AT THE TOP



CMC Thomas E. Herbert Command Master Chief, VP-45

Command Master Chief Hebert enlisted in the Navy in 1997 and following the completion of Basic Training, he attended Aviation Electrician's Mate School in Pensacola, Florida. He holds a Bachelor of Science in Computer Science from University of Maryland; he's a graduate of the Navy Senior Enlisted Academy, and the CMC/COB Capstone Course.

Command Master Chief Hebert's sea duty assignments include VAW-123, VAW-117 and VFA-131.

Ashore, Master Chief Hebert served as an Aviation Electrician at Fleet Replacement Squadron VAW-120; as instructor, curriculum developer, and Schoolhouse LCPO in Naval Air Technical Training Center Pensacola; and as the Senior Enlisted Advisor at Military Entrance Processing Station (MEPS) New Orleans, Louisiana.

Master Chief Hebert was selected to the Command Senior Chief program in 2017 as the Command Senior Chief of MEPS New Orleans. After a successful tour, he reported to Patrol Squadron Forty-Five in June 2019.

Master Chief Hebert's military decorations include the Defense Meritorious Service Medal, Navy and Marine Corps Commendation Medal (three awards), Navy and Marine Corps Achievement Medal (four awards), Good Conduct Medal (seven awards), Military Outstanding Volunteer Service Medal and various unit and deployment awards.

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT

All Funds	30 June 2019	\$29,968.22
Income:		
Dues	\$532.98	
Interest	14.83	
Miscellaneous	274.72	
Total Income	\$822.53	
Expenses:		
Printing/Postage	\$675.13	
2020 Reunion Exp	690.00	
Taxes/Corp Fees	235.00	
Total Expenses	\$1,600.13	
Net Income		\$-777.60
Total Cash Assets	31 Dec 2019	\$29,190.62

MAILBAG

Hey Jack!

Thanks for all you do with the newsletter!

It occurred to me that it's been 50 years this fall since the Navy's AW rate was introduced. I used to have a copy of the BUPERS notice that had all the original AWs myself included. Probably not worth an article but might be worth a mention.

Bruce Fleming
AWCMRET RET
VP-45 1966-1971

[Editor's Note: Thanks, Bruce...stay tuned for the September 2020 Pelican Post.]

Hey Jack!

Susan and I took a trip out west back in July to Las Vegas, the Hoover Dam and the Grand Canyon. We had a blast, and are looking forward to our next trip a little further west.

And thanks, Jack, for all you and the rest of the As-

sociation Officers do.

JW Allgood

Hey Jack!

Another great newsletter Jack!! Thanks for the fantastic work you and your team are doing publishing this



highly professional newsletter. I very much enjoy reading each issue and the memories it ignites are priceless.

Thanks again,
Jim Britts

Hey, Jack!

While I was reading through the new Pelican Post, I came across a comment that you claimed people aren't reading the whole thing. From my vantage, stories from all eras are fascinating ... these "Posts" are true memories of people, planes, far off places, historic moments in time ... and commeraderie that can't be replaced in any other organization in the world.

I have read every "post" from cover to cover ... the most recent, another tremendous example of research, explanation, and personal histories.

I would mention that RADM Pendley's bio does great justice to the "Work Hard" side of his life; someday, he may want to publish the "Play Hard" side (one Dining In, 6 May 1988, VP-6 Adak Alaska comes to mind. Don't ask him how he got there, or how he made it back to wherever he came from) ... but then again, maybe not to ever be published. Those stories are for the reunions, which I would highly encourage all to attend ... Jacksonville, October 2020 ... be there!



Susan and JW Allgood



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

Oh, by the way, to Ken, Bobo, Wayne Howell and others who may have contributed to my location of one Scott Harper, thank you for your assistance. Scott and I reminisced on the phone this evening for a good long while, and he plans on joining our merry band of thieves and criminals.

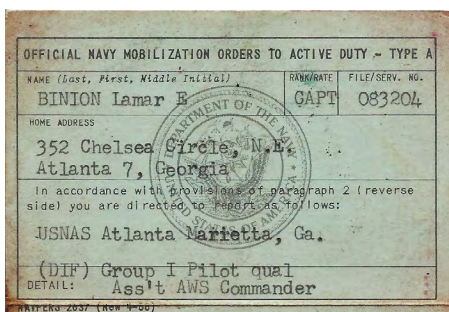
Jack, hope to see you soon as you transition North following your final retirement.

Best regards, Wally Massenburg

Hey Jack!

What a terrific newsletter! And not just because of the wonderful piece about my dad. The Pelican Post is by far one of the most professionally done and interesting newsletters I think I've ever come across. It should be clear to anyone who reads it that you put in a tremendous amount of your personal time pulling together all the content and presenting it an engaging and readable format.

In addition to your article on my dad, I was especially interested in the articles about the retrofit kit for the C-130 Hercules, and the article about the Cuban Missile Crisis with personal anecdotes. Both topics put me in mind of my dad's activities during those time periods.



With respect to the Cuban missile crisis, I've attached a copy of a wallet card (see left) entitled "Official Navy Mobilization

Orders to Active Duty". Coincidentally, the issue date of 1 Jan 1959 coincided with Che Guevara's de-

feat of Fulgencio Batista's forces on New Year's Day of that year. The card ordered members of the Navy Reserve to active duty "... in the event of enemy attack upon the continental United States." Anyway, thanks for honoring my dad.

Steve Binion

Hey Jack!

Outstanding newsletter! As a journalism grad (and default PAO to whatever squadron I was assigned) I have appreciation (and admiration) for the work that goes into this publication. Bravo Zulu!

Bob Kidd

Hey Jack!

My names is John David Alexander; however most folks call me Dave. I have lived here in Kimbrough Woods since 1977. Having retired from the Navy as a Chief Petty Officer in 1968, I remember some of the subjects you mentioned pretty well.

For instance, the Cuban missile crisis. I was stationed in Jacksonville, Florida in a fighter squadron during that time. Our outfit was called out for a short time on the USS *Independence* for a short jaunt. It happened to be short (thank goodness) because as you remember the event did NOT last very long.

Regards, Dave

Hey Jack!

Here are a few more memories for Project Mercury and the Cuban Missile Crisis:

Project Mercury - We stayed in an Air Force building in Morocco with no A/C-- the white linen sheets would be



Mercury Capsule

orange in the morning from the desert sand. The locals were stealing the high voltage power lines to get the copper to make things to sell at the market in Marrakesh and the Medina in the Walled City.



We were required to wear coat and tie to leave the base--many lost our white shirts to the multi colored dyed wool dripping from lines in the alleys.

The module sensors were installed at Port Lyautey in the nose section. next to the MAD unit (My Job). We could not fly in one direction as there was a Moroccan Mig air base and in the other direction was the Atlas Mountain Range. On numerous times we could not take off as the runway had animals on it, so we had to wait for them to be moved by AF personnel. Crew 1 was ready for the Mercury module but it landed safely in Bermuda as it was supposed to.

Cuban Missile Crisis – During the Crisis we went out to take pictures and movies of the Soviet freighter *Okhotsk*. The pictures always show P3A LM-4 (Photo top of this column) flying across the bow of the ship. The pictures were taken by another VP-44 plane which I was aboard. Don't know the LM number I was on as I was in school at NAMTD and went back to the Squadron to get my flight time in.

Best, Charlie Maher

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

"Hey Jack!"

Hey Jack!

Great job on the Pelican Post—I enjoyed your special on Cuban missile Crisis. Hope your retirement is proceeding well!

Don Stanton

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 "Mail-bag," telling us how we are doing or what you're doing by clicking on the words "Hey Jack" just below.

Hey, Jack!

BACK IN THE DAY

VP-45 “Red Darters” and the USS *Scorpion*

By: Jack Keane

In 1968, the navies of the world lost three diesel-electric and one nuclear powered submarine to unknown causes.

The Israeli submarine INS *Dakar*, the ex-HMS *Totem* (P352), was lost with her entire 69-man crew while enroute to Israel on 25 January. Despite extensive searches, it was not until 1999 when her wreckage was located at a depth of 9,800 feet between the islands of Cyprus and Crete. Launched in 1961, the French submarine *Minerve* (Q248), one of eleven *Daphné*-class boats, was lost with her entire 52-man crew on 27 January in bad weather while returning to her home port of Toulon. The location of the wreck was discovered in 2019, 24 nm south of Toulon. The Soviet Golf II-class submarine *K-129* sank on 8 March, 1,560 nm northwest of Hawaii with the loss of all 83 crewmembers. Six years later, using the cover story that the salvage ship USNS *Hughes Glomar Explorer* (T-AG-193) was engaged in commercial manganese nodule mining, the CIA recovered part of the submarine from a depth of 16,000 feet in what was known as Project Azorian. The fourth submarine lost that year was the USS *Scorpion* (SSN-589), reported missing with all 99



19 December 1959, USS *Scorpion* launching at Groton, CT.

crewmen on 22 May. The “Red Darters” of VP-45 played an important role in the search and rescue effort that followed.

Commissioned on 29 July 1960 in New London, CT, *Scorpion* was one of six *Skipjack*-class boats. During her first seven years, she completed several patrols in the Atlantic, participated in exercises with the Sixth Fleet and NATO, developed ASW tactics in the Bermuda and Puerto Rico OPAREAS, and participated



Scorpion slices through the water during her builder's trials off New London, Conn., 27 June 1960. VADM Hyman G. Rickover, who led the Naval Nuclear Propulsion Program, stands on her sailplanes with another officer. (Naval History and Heritage Command Photograph NH 97215)

in training exercises along the East Coast. On 1 February 1967, she entered Norfolk Naval Shipyard for what was to be an extensive 36-month refueling overhaul (ROH). However, due to the needs of the Cold War, *Scorpion*'s overhaul was reduced in scope and she was back at sea less than nine months later. On 15 February 1968, she got underway from Norfolk for a Mediterranean deployment.

After departing the Mediterranean on 16 May, *Scorpion* made a port call at NS Rota, Spain. Because at that time some US SSBNs operated from Rota, it has been speculated that *Scorpion* may have provided de-lousing services to USS *John C. Calhoun* (SSBN-630) when they both departed for the Atlantic. *Scorpion* was then detailed to observe Soviet naval activities in the Atlantic in the vicinity of the Azores. Her last known transmission occurred on 21 May.

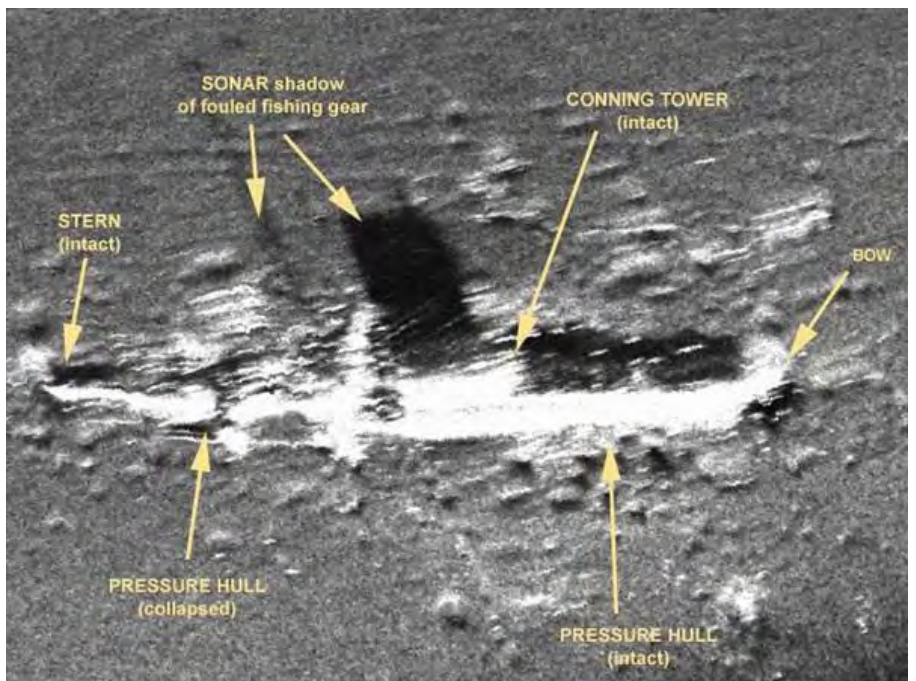
Six days later, she was reported overdue at Norfolk, and the United States initiated a massive search for her. Navy, Coast Guard, and Air Force aircraft fly-

ing from NS Bermuda, NAS Patuxent River, MD, NAF Lajes in the Azores, and NAS Norfolk, three fast attack and three diesel boats, two submarine rescue ships, and two salvage ships, searched to no avail. The Red Darters were among the patrol squadrons and other naval units called upon to assist in the search, which proved futile, and the four VP-45 patrol aircraft were released for return to NAS Jacksonville, FL. On 5 June *Scorpion* was declared “presumed lost” with all hands, and on 30 June her name was stricken from the Naval Vessel Register. Shortly after her sinking, the Navy assembled a Court of Inquiry to investigate the incident. The court’s findings, first made public on 31 January 1969, stated that the cause of the loss was undeterminable.

After the Navy had released sound tapes from its “SOSUS” system which contained the sounds of the destruction of *Scorpion*, the search continued. At the end of October, the oceanographic research ship *Mizar* (T-AGOR-11), located sections of *Scorpion*’s hull in more than 10,000 feet of water, about 400 nm southwest of the Azores. Subsequently, the court of inquiry was reconvened and other vessels, including research bathyscaph *Trieste II*, were dispatched to the scene. Despite the enormous amount of data collected and analyzed, the cause of her loss remained a mystery.

Many of our current members have memories of those days.

Paul Dykeman - When the accident occurred, we were coming out of a post-deployment stand-down and VP 45 was tasked to provide a plane and crew to help search for *Scorpion*. Since we had just returned from deployment, the CO decided to use a volunteer makeup crew rather than assign a regular crew for the mission. My copilot, Ray Wilkerson, volunteered as the PPC. I can’t remember the date they left for the Azores but they were gone for well over a week. As far as I can remember, that was the only interaction between the squadron and the search effort for *Scorpion*. The people who volunteered for that mission received awards. Best I can remember,



Sidescan sonar imagery of Scorpion.

Ray received a Navy Commendation Medal for that as the PPC.

Dick Siegel - As a member of Patrol Squadron 45, Crew 23 we participated, along with other crews, in the SAR effort for the USS *Scorpion*. We departed NAS Jacksonville on short notice the morning that the *Scorpion* was reported overdue at Naval Station Norfolk. We flew SAR missions out of Kindley AFB in Bermuda for about 12 days, our assigned search area being about 800 miles east of Bermuda. During that time our efforts were monitoring radios for any transmissions and by consistent radio checks for the sub’s call sign “Brandywine”, by listening via sonobuoys and by visual search efforts to no avail.

Bob Kidd - I remember that episode reasonably well; surprising since it was a half-century ago. I reported to the squadron in early May ‘68, right out of the RAG, and was assigned as 3P on Crew 21, the “Bamboo Vipers,” led by LCDR Larry Maloy, PPC, and LT Larry Curtis, TACCO. Other crewmembers I recall include LT Jim Minderlein, 2P; and ADJ1 George Kemp, FE.

It was a busy time. The squadron had just taken up residence in the just-completed Hangar 1000 -- there were only 3 bays at the time, and the parking lot had yet to be paved -- and flight crew members were rotating through the week-long SERE School at NAS

Brunswick in preparation for our WESTPAC deployment commencing in December. I was living in the BOQ at the time, which proved convenient when a week or so after I checked in I was directed to drop what I was doing, run home and pack a bag for an operation lasting up to two weeks, and get back to the hangar on the double.

Next thing I knew, I and the crew were on our way to the Azores, from which we would operate for the next several days. The transit was my first overwater flight in the squadron, on which I got a crash education in real-world open ocean navigation from Larry Curtis. (Like all 3Ps in those days, my primary role was in the Nav seat, and like most of those guys I wasn't very good at it. I quickly developed a great appreciation for NFOs.) Thanks to Larry, we found Lajes, checked in at the BOQ and barracks, and were up well before sunrise the next morning to commence search duty.

We knew we were looking for any sign, life rafts, debris, etc. from a missing U.S. nuclear submarine named *Scorpion*...but that's about all we were told. It was not until much later that I learned the details of the disappearance, which undoubtedly was highly classified at the time.

From the initial excitement of launching on my first operational flight, I soon transitioned to reality and semi-boredom, punctuated by the necessity to shoot periodic sun lines to update our nav plot; precariously standing on the Nav seat manipulating my trusty sextant. Needless to say, I was grateful when I was called forward to sit in the pilot or copilot seat for a while.

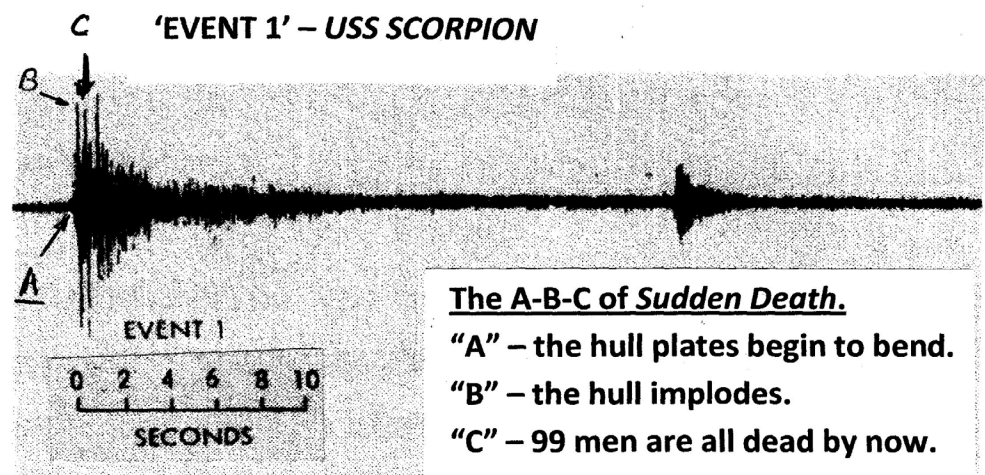
We were assigned a search area, which we covered with a ladder search pattern, employing radar and Mark 8 eyeballs. I recall we searched at 1000 ft., which wasn't particularly comfortable over the undulating North Atlantic in springtime. We were a part of a much larger search party, involving other aircraft and ships. We checked out a few radar contacts, all of which proved insignificant; otherwise, we

mostly droned along our search path and looked forward to landing back at Lajes.

I can't recall how any missions we flew, perhaps 3 or 4, before the search was called off and we returned to Jax.

Though our flights did not uncover any sign of the *Scorpion*, the evolution provided a valuable intro to my P-3 career, which would extend through 1983. I learned that the ocean is immensely large, and submarines, or pieces of them, by comparison are really small.

Finally, I learned that the ASN-42 inertial navigation system will start drifting on you before you leave the chocks and prove essentially worthless, except as a



Acoustic analysis of *Scorpion* implosion.

heading source, for the duration of the flight.

Ed Barski - I was at NAVFAC Eleuthera at that time working post analysis, that is reviewing the last shift's work looking for whatever. Analysts spent many hours scouring grams and finally found something out of ordinary, passed it on to other installations and I think a similar coordinated effort throughout the system greatly aided in locating the sub.

In 1984, the *Norfolk Virginian-Pilot* and *The Ledger-Star* obtained documents that stated the likely cause of the disaster was the detonation of a torpedo while the *Scorpion's* own crew attempted to disarm it. The U.S. Navy declassified many of the original 1969 Court of Inquiry's documents in 1993. In November 2012, the U.S. Submarine Veterans Organization asked the Navy to reopen the investigation on the sinking of USS *Scorpion* – the request was rejected.



Ronald “Andy” Anderson, 63, of Middleburg, FL passed away December 1, 2016.

Dane Harley Barkell, born 07/28/32, died 11/09/19, aged 87. Survived by loving wife of 66 years, Shannon Barkell of Red Bluff, daughters Patti Hall of Red Bluff and Jeri (Rory) O’Dwyer of Woodinville, WA. Also survived by 6 grandchildren and 12 great grandchildren. Predeceased by parents, Kenneth Barkell and Mildred Barkell, and daughter Elizabeth Hughes. Dane was a Korean war veteran.



Dane Barkell

John Ware Brinson, Jr., 71, of Orma, WV, passed away on Friday, February 19, 2016 at Charleston Area Medical Center.

John was a devoted husband to his wife, Tina, of 45 years and a loving father and grandfather. He graduated from White Hall High School in 1962 where he was a member of the basketball team. He joined the United States Navy in 1962 and managed not to step foot on a boat during his entire 20 years of service. He flew over seven thousand hours on the P-3C Orion aircraft hunting Russian submarines and retired as a Chief Aviation Antisubmarine Warfare Technician in 1982. After retiring from the Navy, he taught himself to program computers and built a handheld computer business serving the logging and lumber industry in 9 states.

Kristine “Tina” Saunders Brinson was born in Southern Maryland on Memorial Day in 1949 and passed away April 4th, 2018. Her family lived in the center of Cobb Island, which she always said was the best place in the world to grow up. Tina met John on

Christmas day in 1970 and they married the following summer. They shared 45 years together and were soul mates without a doubt. Tina is survived by her daughter Dana Brinson and her wife Kris Snyder; daughter Jessie Brinson; son, David Brinson and his wife Dani Brinson; son, Kerry Fishel and his wife, Corey Koch-Fishel

CDR Duane L. Brown, USN, Retired, passed away on July 26, 2019, after an extended illness. Duane was the second of four children born to Basil G. and Catherine V. Brown on Jan. 5, 1942. Upon graduation from Middle Tennessee State in 1965, he joined the U.S. Navy. Soon after, he married Stella “Sissy” Murchison of Murfreesboro, Tenn. in 1966. Duane’s first duty station was in Jacksonville, FL with VP-45. While in VP-45, Duane deployed to Vietnam. Many years and many duty stations later, including one in Keflavik Iceland, he returned Stateside and ended his career in the Navy once again in Jacksonville.



CDR Duane Brown

Duane stayed in the Navy for 21 years and retired in 1986. Most of his Navy career was spent in the Anti-Submarine Warfare Community flying in the P3C Orion aircraft. After retiring from the Navy, Duane spent more time pursuing his passion for flying by piloting freight in the L188, which is the civilian version of the P3. He continued to fly this aircraft until he returned once again to Jacksonville. Back in Jacksonville, he was appointed by the FAA as a Designated Pilot Examiner in 1989. Duane continued to fly until health issues caused him to retire from flying in 2014. He is survived

by his wife Stella, sons Robert G. "Bobby" Brown, of Orange Park, FL. and William L, "Larry" Brown (Victoria), of Irving, Texas.

Doris Jean Coffee passed away July 4, 2018.

James E. Cole, 73, passed away peacefully on December 25, 2019 at home in Jacksonville surrounded by his family. James was born on February 13, 1946 in Salem, MA to Arthur L. Cole and Dorothy M. (Greeley) Cole. Jim was a graduate of Ipswich High School Class of 1964. He then enlisted into the U.S. Navy and retired with the rank of Master Chief after 21 years of service. After retirement, he continued to work in the government contracting field at LSI and NADEP where he later retired in 2008. Jim's loving memory and legacy will be endured in the hearts of his wife, Trudy; son, James E. Cole Jr. (Mary); daughter, Danielle M. Olsen (Ted); brother, Wayne M. Cole (Madelyn) and several grandchildren.

Harold Claude Keylon, Jr., 77, of Cantonment, Florida passed away on Sunday, December 15, 2019.

Jessie Lew (Thornton) Mahoney died at home on June 1, 2017, at age 82. Jessie Lew grew up in Pensacola, Florida, where her mother ran a florist shop and her father later ran an antiques shop. Jessie Lew was artistic and loved gardening. Over the years, her kind and generous heart - and meal-planning skills that might rival a Navy cook - made each home a preferred gathering spot for family and friends, who often sought out Jessie Lew for guidance and direction. In later years, Jessie Lew and her husband sponsored several Naval Academy midshipmen, many of whom returned to visit with their own family's long after graduating.



Jessie Mahoney

Michael William McClanahan, born September 6, 1947 in Lake Charles, Louisiana, passed away on December 13, 2019 in Marietta, Georgia, surrounded by his family. Mike is survived by his wife of 43 years, Joanne Williams McClanahan, his two adult children, Erin McClouse and Ryan McClanahan, sister Sharen Hart, and nephew Brett Hart. Mike was a graduate of Lake Charles High School and Louisiana State University (LSU), where he studied Aerospace Engineering. He was also a U.S. Navy veteran and served honorably from 1970 to 2000. During his active duty



CAPT Mike McClanahan

career (1970-1978), he was a member of Patrol Squadron 45, based in Jacksonville, Florida, served overseas at the Rota Naval Base in Rota, Spain, NAF Sigonella, Sicily, and served one tour on the USS *Forrestal*. Following his 9 years of active duty military service, Mike worked for Loral Corporation and then EMS Technologies as a Program Manager. Throughout his civilian career, he continued to serve as an Officer in the U.S. Navy Reserve, retiring a Captain.

Senior Chief Grant D. Rust, Jr., USN (Ret.), age 83, of Duncan, SC passed away on Sunday, December 15, 2019. He was born on October 24, 1936 in Miami, FL, and was preceded in death by his parents of Miami, FL: Grant D. Rust Sr. and Pearl Holly; and by his wife, Carolyn Jean Rust of Memphis, TN. He is survived by sons: Charles K. Rust and wife Theresa of Duncan SC, Daniel O'Neal and wife Donna of Orange Park FL, Kenneth O'Neal and wife Karen of Middleburg FL, James O'Neal of Jacksonville FL; daughters: Cindy Ray and husband Milton of McDavid FL, and Sandy Jay and husband Stephen of Cantonment FL; 32 grandchildren; 40 great-grandchildren, one great-great grandchild.



Senior Chief Rust

Linn T. Scott, 71, of Hampton, VA, came to the end of an eight-year journey with Alzheimer's on 29 January, 2020, when she passed away peacefully surrounded by family after a short battle with pneumonia. Born in Charlottesville, VA, she attended boarding school at Emma Willard in Troy, NY, and got her bachelor's degree from Lake Erie College in Painesville, OH. In May of 1971, just prior to graduation, she got married and began a Navy adventure that started in St. Simons Island, GA, and went on to Virginia Beach VA; Pensacola, FL; Corpus Christi, TX; Patuxent River, MD; Jacksonville, FL; Greenwood, Nova Scotia; back to Virginia Beach, VA; Brunswick, ME; and finally to Hampton, VA, for good in 1991. Her greatest ambition in life was to be



Linn Scott

a mother and a grandmother, both of which she fulfilled. Linn is survived by her husband R. Peter Scott, CAPT, USN-Ret, of Hampton, VA; son Alexander of Phoenix, AZ; son Ashley and wife Amy and their children Halsey and Lily of Henrico, VA; daughter Mandy of Berkeley, CA; brother David Tucker and wife Nelie of Greenbrook, NJ, and their six children and eleven grandchildren; and sister Connie Karal of Brookfield, VT.

Jane Sweet Stagg, 83, passed away peacefully November 10, 2016, at her home in Stratford, Connecticut. Jane was born December 8, 1932 in New Haven to Waldo Nathan and Margaret Tierney Sweet. She grew up in Bridgeport and Nichols and graduated from Lauralton Hall. Jane wed her former husband, Dwight E. Stagg, Jr. whom she lived with in Coco Solo, Panama Canal Zone, where Dwight



Jane Stagg

was stationed as a Navy Pilot, and in Fairfield, Connecticut. Jane was the beloved mother of four devoted children: Susan Downey and husband Robert of Florida, Diana Maver and husband Michael of Fairfield, Dwight Stagg of Missouri, and Margaret Forcier, formerly of Florida, who graciously moved to Stratford to live with Jane three years ago. Jane, was blessed with nine grandchildren: Christopher and Margaret Downey, Michael and Sarah Maver and her husband Robin Schiller, Cassandra, Dwight, Christina, and Troy Stagg, and Ashley Forcier as well as three great grandchildren. Jane was predeceased by her brother Waldo N. Sweet, Jr., two nephews and her former husband Dwight.

Willard "Bill" E. Steele, 76, of Canfield (formerly of Burton), passed away peacefully at Briarfield Manor in Canfield, Wednesday morning, October 24th, 2018. He was born in Cleveland on April 7th, 1942 to the late Willard F. and Elizabeth (Koscelnik) Steele. Bill married Connie Wicks on August 24th, 1963. He was a U.S. Navy Veteran who served with Patrol Squadron 45 in Adak, Alaska. Bill then worked as a Rural Carrier for the Burton and Berlin Center U.S. Post Offices for



Bill Steele

over 32 years until his retirement. He and his family moved to Canfield in April 1980. They purchased and operated Hill Hardware in Burton, OH with their son, Keith, from 1997-2007. After the hardware

store, Bill started Steele Enterprises, a company designed to provide specialty hardware to Amish cabinet making businesses. Bill is survived by: his loving wife of 55 years, Connie; son, Keith Steele; daughter, Erin Tarasuck; grandsons, Nathan, Nicholas, Nash; brother, Jack (Bonnie) Steele; and many friends.

Donna Swaney passed away in January 2019. She was predeceased by her husband Lyle.

Walter Clement Trainor, born on September 30, 1928 and passed away on Saturday, March 25, 2017. Walter was a resident of Currituck, North Carolina at the time of his passing. He was an aircraft maintenance officer in the U. S. Navy. He was married to Ann.

Quinton Deray Williams, 91, a retired Sibley Mill Loom fixer, died Tuesday, November 17, 2015 at the Georgia War Veterans Nursing Home in Augusta, Georgia. His loving wife of 51 years, Beatrice Helen Carnes Williams, died in 1997. Quinton served in the U.S. Navy during WWII. He is survived by his son, Gary Deray Williams and his daughter, Beverly Elaine Williams Tuttle and her husband Michael, all of Martinez, Georgia; brother, Melvin Ballard Williams of St. George, Georgia; three grand-children, Nancy Lynn Tuttle (Steve) Godin and David Thomas Williams, of Martinez, Georgia and Anne Elizabeth Williams of Charleston, South Carolina and three great-grandchildren, James Michael Godin, Christopher Lee Godin and Inara Lynn Williams.



Quinton Williams

Margaret (Mims) Bollinger, born 1 March 1924 in Douglas, GA, passed away in Jacksonville, FL on



Margaret Bollinger

25 February 2020. She leaves her husband John whom she married in Macclenny, FL on 16 July 1942 and supported throughout a nearly 47-year Navy career, her daughters Melissa and Beth, and numerous grandchildren, great-grandchildren, and great-great-grandchildren. Her husband, John, served a tour in VP-45 and is the oldest member of the VP-45 Association. Margaret was predeceased by her daughter Peggy and her son, John, Jr. who passed away after 20 years as a Trappist monk in Conyers, GA.

Jacksonville Reunion Schedule of Events	
<u>Wednesday (07 OCT 20)</u>	
4:00 p.m.	Hotel check-in begins.
	Reunion registration in Hospitality room on the 2 nd floor.
	Free hard liquor, wine, beer, soft drinks, coffee and water available in Hospitality room each day of reunion.
Midnight	Hospitality room closes for the evening.
<u>Thursday (08 OCT 20)</u>	
8:00 a.m.	Hospitality room opens.
9:00 a.m.	Members assemble for Mayport Ship tour.
9:30 a.m.	Motor coach departs for Mayport (Lunch at Mayport Chow Hall on your own).
3:00 p.m.	Mayport tour returns to Pelican HQ.
6:00 p.m.	“Meet and Greet” in Hospitality room.
	Free “Heavy” hors-d’oeuvres, hard liquor, wine, beer, soft drinks, coffee and water will be available.
Midnight	Hospitality room closes for the evening.
<u>Friday (09 OCT 20)</u>	
8:30 a.m.	Members assemble for VP-45 squadron visit and P-8A tour.
9:00 a.m.	Motor coaches depart for NAS Jacksonville.
9:45 a.m.	Arrival at VP-45 for a tour of the Squadron and a P-8A.
Noon	Lunch at River Cove Officer’s Club.
2:00 p.m.	VP-45 tour returns to Pelican HQ.
2:00 p.m.	Hospitality room opens.
4:30 p.m.	Alhambra Dinner tour assembles in the lobby.
5:00 p.m.	Motor coach departs for Alhambra (Dinner served at 6:00 p.m.)
6:00 p.m.	Free “Heavy” hors- d’oeuvres, hard liquor, wine, beer, soft drinks, coffee and water available in room.
7:00 p.m.	Hospitality room: VP’s Role in the Vietnam War presentation by Don Stanton and Jack Keane.
7:45-8:30 p.m.	Hospitality room: “A Walk Down Memory Lane” video by Bill Hobgood.
10:00 p.m.	Alhambra dinner and show returns to Pelican HQ.
Midnight	Hospitality room closes for the evening.
<u>Saturday (10 OCT 20)</u>	
8:00 a.m.	Business meeting begins in the St. Johns room on the 1 st floor.
9:00 a.m.	Hospitality room opens.
9:00 a.m.	Members assemble for Fernandina Beach tour.
9:30 a.m.	Motor coach departs for tour (Lunch is on your own).
3:00 p.m.	Fernandina Beach tour returns to Pelican HQ!
4:00 p.m.	Hospitality room closes to prepare for Banquet.
6:00 p.m.	Banquet Social hour with cash bar opens in the Ballroom!
7:00 p.m.	Banquet program begins and dinner is served at 7:15 p.m.
10:00 p.m.	Banquet concludes and Hospitality room re-opens.
Midnight	Hospitality room closes.
<u>Sunday (11 OCT 20)</u>	
7:00-11:00 a.m.	Reunion check out, clean up and see you in 2022!!

PATRON FORTY-FIVE ASSOCIATION REGISTRATION FORM – OCTOBER 7 – 11, 2020

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to **ARMED FORCES REUNIONS, INC.** in the form of check or money order. Otherwise, your cancelled check will serve as your confirmation. Returned checks will be charged a \$25 fee. You may also register online and pay by credit card at www.afr-reg.com/VP-45 (3.5% will be added to credit card charges). All registration forms and payments must be received by mail on or before September 7, 2020. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form.

Armed Forces Reunions, Inc. 322 Madison Mews Norfolk, VA 23510 ATTN: VP-45	OFFICE USE ONLY			
	Check #	Date Received		
	Inputted	Nametag Completed		
CUT-OFF DATE IS: <u>September 07, 2020</u>		Price Per Person	# of People	Total
<u>EXCURSIONS (A minimum 42 people required to conduct an excursion.)</u>				
Thursday, Oct 8: Mayport Ship Tour		\$30	#	\$
Friday, Oct 9: VP-45 Visit w/ P-8 Poseidon Tour & Lunch		\$36	#	\$
Friday, Oct 9: VP-45 Visit w/ P-8 Poseidon (No Transportation Option)		\$14	#	\$
*Friday, Oct 9: Allhambra Dinner Theatre		\$90	#	\$
*Friday, Oct 9: Allhambra Dinner Theatre (No Transportation Option)		\$60	#	\$
Saturday, Oct 10: Fernandina Beach City/Shopping Tour		\$30	#	\$
*Please contact Spence Cunningham with seating preference(s) This includes section-table-seat, another couple or couples, etc. If I DO NOT hear from you by Sept 7 th , 2020, I will make your seating arrangements for you!! Available seating: B20-26, C1-3, 7-8, 13-14, & 19-22. Refer to the Spring 2020 Newsletter for more details including a Section-Table-Seat diagram.				
Saturday, Oct 10: Banquet Dinner (<i>Please select your entrée and dessert.</i>)				
Chicken Marsala		\$35	#	\$
Roast Sirloin of Beef		\$42	#	\$
Vegetarian Plate		\$35	#	\$
Dessert Choices:		Cheesecake	Chocolate Cake	
# of Desserts Requested: (Should equal # of entrées selected.)		#	#	
MANDATORY REGISTRATION FEE Includes Hospitality Room and AFR Administrative Expenses.		\$40	#	\$
EVENT CANCELATION INSURANCE (PER-PERSON) Ensures a refund for tours and dinner but NOT registration fee or hotel rooms.		\$15	#	\$
Total amount payable to Armed Forces Reunions, Inc.				\$

Please print your name as you wish it to appear on your name card!

FIRST	LAST
SPOUSE NAME (IF ATTENDING)	
GUEST NAMES:	
STREET ADDRESS:	
CITY:	STATE/ZIP:
PH. NUMBER: () -	EMAIL ADDRESS:
YEARS SERVED IN VP-45 (ex. 1961-1963):	
ARRIVAL DATE:	DEPARTURE DATE:
ARE YOU STAYING AT THE HOTEL?	YES <input type="checkbox"/> NO <input type="checkbox"/>
ANY DIETARY REQUIREMENTS or RESTRICTIONS? (Applies to Banquet and Alhambra!)	

Prior to the cut-off date of September 7, 2020, CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9:00am-5:00pm EASTERN TIME (excluding holidays). Call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. **After 9/07/20** please contact reunion coordinator directly for cancellations and refunds. (Spence Cunningham: 904-504-3008 awcmspence@comcast.net)

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!