

2020  
SEPTEMBER

THE VP-45 ASSOCIATION'S  
Pelican Post

# Newsletter

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



**VP-45 In Vietnam  
Market Time Operations**

## In This Issue

### Cover: "CERTSUB!"

(Cover Artwork and Design by Bill Hobgood;  
Pelican Photograph courtesy of Jerry Hagan)

Association Officers.....3  
 President’s Report.....4  
 From the Vice President.....5  
 Navy Trivia.....6  
 WebMaster/Secretary.....7  
 A Sea Story.....8  
 Historical Moment.....10  
 Alumni News.....12  
 Special Tidbit.....12  
 Squadron/Community News.....13  
 At The Top (CMC).....17  
 Treasurer’s Report.....17  
 Mailbag.....18  
 Back in the Day.....22  
 In Memoriam.....25  
 Registration Form.....28

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## Visit Our Website!

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



### From Jack Keane, the Editor:

In this issue of the Pelican Post, we highlight the squadron’s Southeast Asia deployment of 1968-1969. I personally want to thank our members who submitted their memories of that time. Additionally, Bruce Fleming, a veteran of that deployment, provides a quick article on the establishment of the AW rating. You can find a copy of that instruction [HERE](#).

Should you need 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.

*“We have had some very heart-warming, well attended reunions (which is our main purpose)... and we promise, if/when we are able to get the Jacksonville Reunion back on the calendar, it will be another one you do not want to miss!”*

From the Desk of...

*Doug Mitchell*

## President's Report



As I sit down to write this September Newsletter article, I can't help but think of all the good news I wanted to tell you about the upcoming October Reunion in Jacksonville! However, as you know, we had to cancel due to all the unknown conditions going forward with the Coronavirus (COVID-19)

Pandemic. And I'm sure all of you will agree....2020 has been the most challenging year of our lives. I pray every one of you and your families are doing well and that you are COVID-19 Free!

Another disruption this year was the 2020 Flight Academy Program, which was canceled for the entire summer. Our Candidate Davis Carmichael, grandson of Jan Carmichael, will plan to attend the 2021 Program. I look forward to making the trip to Pensacola next year as well, and hope-

fully everything will get back to normal.

Congratulations are in order for RADM Kyle Cozad on his recent retirement and selection as the next President and CEO of the Naval Aviation Museum Foundation and the Flight Academy. We wish LTGen (Ret) Duane Thiessen the very best as he retires in the coming months. And congratulations to RADM Pete Garvin, the new Commander of The Naval Education and Training Command in Pensacola!

If you didn't personally know any family members or live in the Jacksonville area, you probably did not know our Active Duty Squadron was extended on Deployment for approximately two months this year...yes, an eight-month deployment due to the pandemic! Their Change of Command was held June 11th, a very different event with minimum audience participation and for the first time I wasn't able to attend. We wish Skipper Nickell and his family all the best in Newport, RI and welcome Skipper Larwood.

CDR Larwood's biography is on page 17. I am happy to report I was

### ATTENTION ALL HANDS!!

Due to the uncertainty of the COVID-19 Pandemic, our next Patron Four Five Association Reunion is postponed until further notice. We will let you know if/when the Jacksonville Reunion is back on the calendar by email and via our website.

able to see the Skipper briefly (with masks donned) at HGR 511 on June 12th. We look forward to be able to resume the quarterly squadron visits we have enjoyed in the past, and he told me he is very proud of our Association/Squadron camaraderie.

I'm not leaving you as President (yet!), but I want to take this opportunity to tell you how proud I am to serve as your President of this Outstanding Association even under the current circumstances. We have had some very heartwarming, well attended reunions (which is our main purpose)...and we promise, if/when we are able to get the Jacksonville Reunion back on the calendar, it will be another one you do not want to miss!

Everything we said we were going to do in the March 2020 Newsletter will happen...we just don't know when! We need a vaccine for sure since many of us have those underlying conditions you hear and read about in the news. I don't want to go in to all the doom and gloom statistics, but here is a link to the John Hopkins Daily Coronavirus Counter (US and Worldwide): Click [HERE](#).

In closing, I want to wish every one of you and your families the absolute best of health and happiness as we continue to weather this pandemic and uncertainty. I know there are better days ahead, and we look forward to seeing you down the road!

Sincerely,

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

## FROM THE VP

by: Spence Cunningham



### Fall 2020 From the VP!

Hello everyone! This article should be the one detailing the 2020 Jax Reunion activities, the final schedule of events and other reunion related information. BUT...Covid-19 really has thrown a big wrench in not only our reunion,

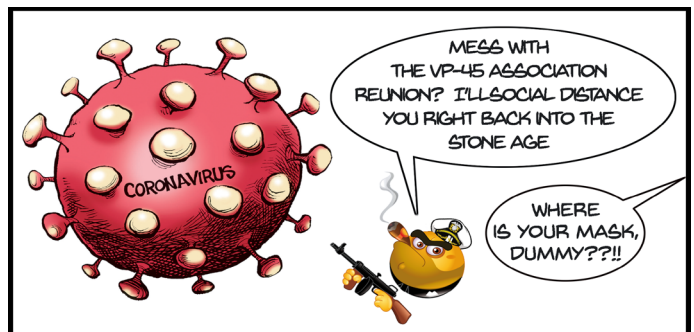
but many of the activities we are so used to doing. I sincerely hope and pray that you all have had no major issues with this virus and that you and yours are in good spirits and great health! To those that may have faced challenges otherwise I pray that those were not insurmountable and all is well.

As for the reunion reschedule, to my knowledge there has not been much movement in that department. I do know that Jacksonville will be the site, but the date is still an open question. There are a couple of questions that need answering prior to getting to a reunion date. Making sure the Squadron is home is one. Then there is the virus itself. As we all know this Coronavirus is nothing to be lax about, especially to our more seasoned members. Given these criteria, it could be awhile before our comfort level reaches the point where we can commit to a date on the calendar!

Keep an eye on your email for updates. That will be the primary means for us to communicate with you. We will keep our website current as well. As always, feel free to communicate with me directly if you wish! One last thing: Recruiting! We are all recruiters!! Please...if you know Pelicans that are not members, convince them to join us!!

I hope we can get back to "normal" sooner rather than later. I really was looking forward to the reunion this year. I imagine you all were too! Now we will make this happen as soon as we are able!! Until then, stay safe and healthy!!

Best wishes!  
Spence Cunningham  
VP/Reunion Coordinatorvc  
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# NAVY TRIVIA

## “P-8A Main Landing Gear Doors, Lack of”

By: Bill Hobgood

Anybody that has seen a P-8 Poseidon fly overhead at low altitude may have noticed those two strange looking discs on the belly amidships. Dropable life rafts? Giant life preservers? Something else?



The correct answer is something else. Those are the main landing gear. Huh? Shouldn't they, like just about every other modern plane on the planet, have retractable doors to cover the wheels? You'd think so. But you would be wrong.

Since the P-8 is a militarized version of the 737, which has been around for decades, it has the same landing gear and this odd missing feature. So, let's jump in and see why!

When the 737 was first designed, it was, as a relatively small airliner, intended for regional airport service. These airports rarely had jetways and used roll-up stairs or the aircraft's short built-in stairs. So they built this relatively small aircraft low to the ground to accommodate these airports. The 737's short height also allowed it to be serviced by regional airports (Class 5 or smaller) fuel trucks. Loading and

unloading passenger baggage could also be accomplished more quickly.

Another thing was that the main passenger cabin had to be

a certain minimum height and this left little extra room in the main gear wells for the door hydraulics and the additional space required for the doors under the passenger deck. And finally, because the main wing spar box already had limited height available, the landing gear had to be fairly short and stubby as well. The result, no room left over for landing gear doors.

You might think that there would be an aerodynamic drag issue with the wheels exposed like that...and there is; but Boeing calculated that it would be minimal because they specially designed the outboard wheel hub covers. The small portion of the wheel/tire that is exposed is streamlined and almost flush with the belly of the aircraft. It is an ingenious system and avoids complicated hydraulic door operations. Watch [HERE](#).

Somewhat related is the strange shape of the engine nacelles; they are flattened at the bottom front. There is a reason for everything. The original 737 engines intakes were round, but when Boeing extended the length of the fuselage, to fit



more passengers, it changed the aircraft's center of gravity and reduced ground clearance. The fix was to redesign the engine pylons and flatten the nacelle. Of course, the engine inside remains round in shape!

## FROM THE WEBMASTER

By: Bill Hobgood



So, what has happened since our last Newsletter in March? A lot! The Pandemic actually got going in February but nobody became concerned until after the March issue went to press. I don't personally know anyone who has been infected but now, in early August, infections and deaths are setting records...but you guys know all this. Stay Safe!!!

I bought a new, blistering fast, desktop computer to help with the workload of running the WebSite and constructing this Newsletter. Thought I was King of the Hill until I found out that Scott Kelly (potentially your next WebMaster) bought one that sorta puts mine to shame.

Over the next few months, Scott and I will begin a careful transition of the WebMaster duties. Until Scott is formally elected the the WebMaster Officer position, he will execute those duties "unofficially" and I will hang out in a consultanting position as long as I'm needed.

Going forward, I will continue to work on the Newsletter with Jack Keane and, at some point in the future, we are going to add a new, and sixth, Association officer position for Newsletter Editor. If elected, I will then assume that position.

Please note that we have an "Alumni News" section each issue. That section is for you to tell us what YOU are doing. Vacations, family gatherings, awards, job promotions, health victories, etc. Tell us about it and send pictures. Do that by clicking on any email link - like the one right below.

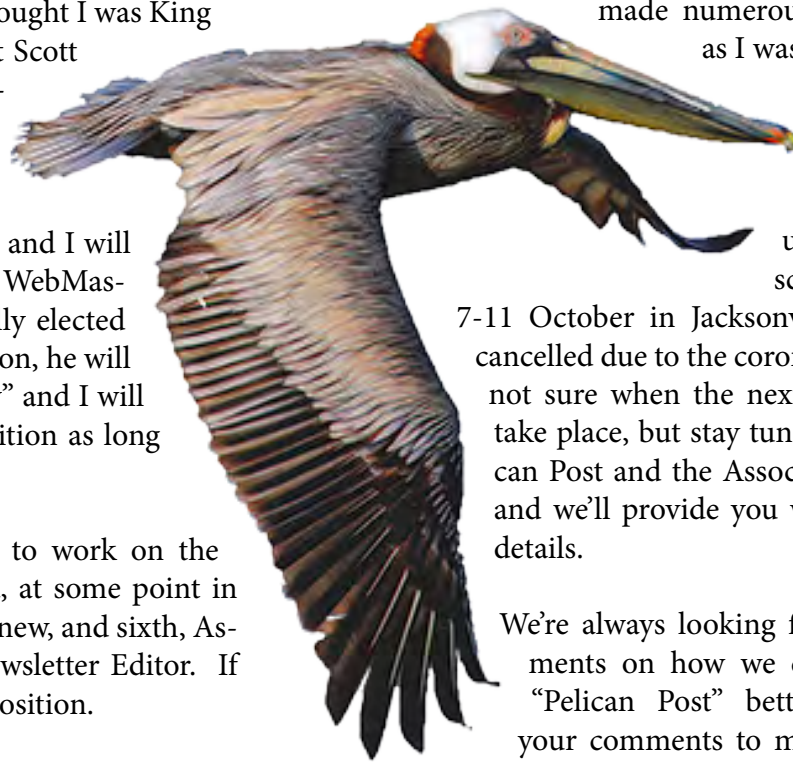
Have any questions for me? Please shoot me an email to: [hobgood.bill@gmail.com](mailto:hobgood.bill@gmail.com).

## SECRETARY'S PODIUM

By: Jack Keane



My apologies to our members who receive the Pelican Post via the USPS as you received the March issue in late June or early July. On 14 March I herniated a disc in my back that had me flat on my back for about four weeks followed by physical therapy that's scheduled to end on 14 August. Add to that the current COVID-19 outbreak, and I'm sure you'll understand why I was tardy in getting the newsletter to you. I'd also like to thank the many Pelicans who sent encouraging e-mails and made numerous phone calls as I was in recovery.



By now you all know that the reunion that was scheduled for 7-11 October in Jacksonville has been cancelled due to the coronavirus. We're not sure when the next reunion will take place, but stay tuned to the Pelican Post and the Association website and we'll provide you with the latest details.

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.

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

# SEA STORIES

A Selection From Our Website “Sea Story” Page

## Memories from the 1968-1969 Sangley Point Deployment

By: CAPT Randy Hotten

As soon as we landed at Sangley Point, we were loaded into a cattle car trailer, a standard Navy way of moving people around the base. We were taken straight to the base gym at Sangley Point for our VD lecture. An overweight Corpsman started talking about the diseases you could catch in town if you decided to mess around with the bar girls in town. He had slides of women’s privates with ugly sores and guys with puss dripping out of you know where. He told a story about a new STD called the “Black Clap”.

It was disease for which there was no cure. If you were diagnosed with the “Black Clap” you were moved to a ship anchored off the south coast of Vietnam. You were listed as MIA and your family was informed of your loss. I knew that was pretty much BS, but he got his message across.

Sometimes we flew with an “augmented crew” with extra pilots and flight engineers because fatigue was still an issue. We were busy on the south east coast of Vietnam flying in the shipping lanes; lots of things always going on. However, when you turned northwest up the west coast of Vietnam there almost no contacts and the airplane would become quiet. There was no chatter, no tasks, it is pitch black, the drone of the engines filled the cockpit. This is the time “micro napping” would start to set in. You would fight the sleepiness, but sometimes you would

GOT A P-3 BUDDY IN VP-45 DOWN IN SANGLEY. HE IS MIA.

VP GUY? NO WAY. BET HE IS ON THE BLACK-CLAP BOAT



“Micro-Napping”

finally nod off.

One night around 0200-0300 we are at 1,500’ on three engines, with the auto pilot on. The airplane is quiet, with only the hum of the engines; I started to battle the micro-napping monster.

Minutes are like hours fighting off the sleep, and then, without consciously being aware, I completely

nodded off. I awakened with a start, not knowing if I had been asleep 30 seconds or 30 minutes. From the right seat, I look across the cockpit, and Bob Hartl, in the left seat is cutting Z’s, and the flight engineer is also conked out. I look back down the tube, everyone I can see back there is in various states of slumber.

Am I the only person awake on the airplane? Holy CRAP! Thinking of a way to wake them without letting them know, that I knew, they were sleeping, I decide to call the galley for cockpit coffee. When Bob and the Flight Engineer hear my call on the PA, they also wake up and ask for coffee. Got my coffee, lit up one my Chesterfields and sat back hap-



py that I'm still alive. At that time, I was smoking three packs a day of those short Chesterfields. Yea, I know, it might be considered unhealthy, but, hell, we were flying in a combat zone. An incident like that

straight into Manila International airspace slowly accelerating at about 50' in ground effect; until we were finally able to turn without stalling and get the flaps up. In those P-3A days, water injection takeoffs could be exciting.



CAPT Randy Hotten (the author of this Sea Story) today and in 1969.

will really wake you up for a while! Flight fatigue in those days was always an issue.

On April 13th, we were assigned the Ready One due to a pilot shortage. This day we had only two pilots assigned to the ready crew, Bob Hartl, and myself; and we also had two NFOs in the back - Bill Daily and Tom Lesko. We stood the ready with a short crew because, you know, they never launch the Ready One, right? Well, except when they do...like this time.

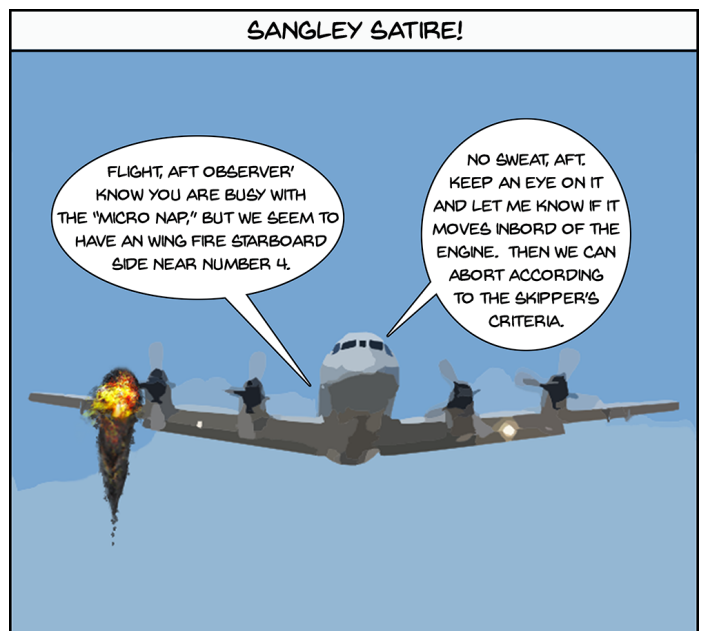
We got alerted in the afternoon to cover Yankee Station that night. We would typically come out of Sangley at around 132,000lbs MGTOW on an airframe with a published MGTOW of 127,500. Wing stores were paraflares on four stations, full fuel and a "C" ASW load just in case we found a sub on Yankee Station. With water injection on a 95-degree day, we would need every inch of that 8000' runway to get in the air.

Starting the takeoff roll, everything looked good. Then, unexpectedly, at 95kts, water injection failed, B pump went out. We dropped down to low SHP and were 6,000' feet down this runway at around 100kts with rotate speed in 130 range. There is not enough runway to abort. As the end of the runway approached, we necessarily had to rotate well before we got to the 130kts. We struggled into the air but the aircraft would not climb. We were headed

Toward the end of this deployment, the flights had become so routine it was difficult to distinguish one from another. One flight that comes to mind is when we discovered after takeoff we had no radar. This was mission essential equipment. However due to CDR Sanders'

minimum of a wing fire required for abort criteria, we continued our flight.

Bill Daily had a copy of Lloyds of London sailing orders. We picked out the ships leaving Bangkok and figured out, via old school dead reckoning, later locations of the ships. Then returned to our route and made radar run ins on nine targets...without radar! The logs looked good and we were sure no bad guys snuck in during our flights. We flew back to Sangley on the 29th. I had flown on 15 days during the month of April and went over 100 hours again.



## Historical Moment

### A Cold War Warrior - The P4M

by Bill Hobgood

So...in recent editions of this Newsletter, we have discussed the P-5 Marlin and the P-6 Seamaster (Jet bomber). The P-3 Orion, the P-2 Neptune and the current P-8 Poseidon we are all pretty much familiar with, without question. That leaves the P-7, which was the failed LRACCA P-3 replacement; and the P-1 designation, which was never used except by the Japanese who used it for their replacement for the P-3 - but that doesn't really count. And the P-4. Ahhh....the P-4. Was there one? Of course there was. Let's talk about it.

Back during WW-II, Patrol Squadrons became Patrol Bombing Squadrons and some of these squadrons flew slightly modified Army B-24 Liberators that the Navy designated PB4Y-1s (image to right).

Starting in 1944, Consolidated Aircraft built new aircraft, specifically for the Navy and very much like the B-24. It was designated the PB4Y-2 Privateer. Unlike the Liberator, this aircraft had a single vertical stab and the fuselage was slightly longer to accommodate both the size and ego of the added flight engineer. All of these wartime production planes were retired



*Consolidated's PB4Y-2 Privateer. Similar to the Liberator but a new aircraft for the Navy with single vertical stab, four radials and a flight engineer.*

shortly after the Korean war. But this is not the P-4 aircraft this article is about.

The Navy wanted a replacement for the PB4Y Privateer long range patrol bomber, optimized for long range minelaying missions. Martin came up with a



*Lockheed's P2V Neptune beat out the Mercator as the next mainstream VP/MPA aircraft.*

design they called the P4M Mercator; but the Martin Company, busy building several other aircraft, including the 404 airliner, fell far behind Lockheed,



*A PB4Y-1 Liberator; four radial engines with twin vertical stabilizers.*

who offered a less expensive, but less capable P2V Neptune. Unfortunately (for Martin), the Navy chose the design by Lockheed which initially equipped 13 squadrons and would eventually equip 20. End of the story for the P4M Mercator? No.

While patrol squadrons did have basic "sensors" that could be used for intelligence gathering, some higher-ups in the Navy were pushing for a small number of highly sophisticated aircraft specifically dedicated toward electronic intelligence; to be performed by highly trained and specialized personnel. And they would operate as "detachments" from within normal VP squadrons.

The Mercator seemed to fit that bill. It was a large complicated plane powered by two huge "corn-cob" radial engines. For extra power on those hot day takeoffs and "during combat," the P-4 Mercator also had two Allison jet engines beneath and behind the

radial engines and the jets burned the same gasoline as the main engines. It was also armed to the teeth; a nose turret with 20mm cannons, twin .50-cals on the dorsal spine and another set of .50-cals as waist guns and a tail turret. Armor plate protected the flight station (including the FE) and the windshield was of 2" bullet proof glass.

Despite the Navy choosing the P2V over the P4M for maritime patrol, they ordered 19 Mercators for "high-speed minelaying" purposes (a cover story?). VP-21 took delivery of the first batch of P4Ms in 1950, to replace their Privateers, and kept them until early 1953. The remaining Mercators flew as special detachments from Sangley Point starting in 1951; performing "se-

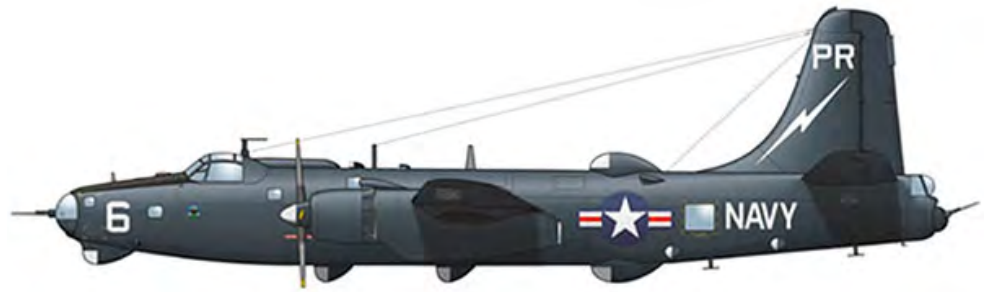


*A P4M-1Q Mercator bristles with guns and electronic gathering equipment circa 1960.*

cret missions." Before anyone really knew what was happening, the 18 Mercators (one had been shot down) were all reconfigured for electronic reconnaissance (also called signals intelligence...OK, spying). They now were flying from Sangley, Iwakuni and Atsugi. The crew was increased to 16 (keeping the FE) and bristled with antennas.

Someone decided in 1955 that these aircraft should be organized into regular squadrons with their own name and as an independent command. So they were established as Electronic Countermeasures Squadron ONE, and later as Fleet Air Reconnaissance Squadrons ONE and TWO (VQ-1/2). For reconnaissance, the airplane's crew consisted of pilot, copilot, navigator (the 3P), FE, electronics officer, six intercept operators, plane captain (who doubled as "relief" on the gun turrets)

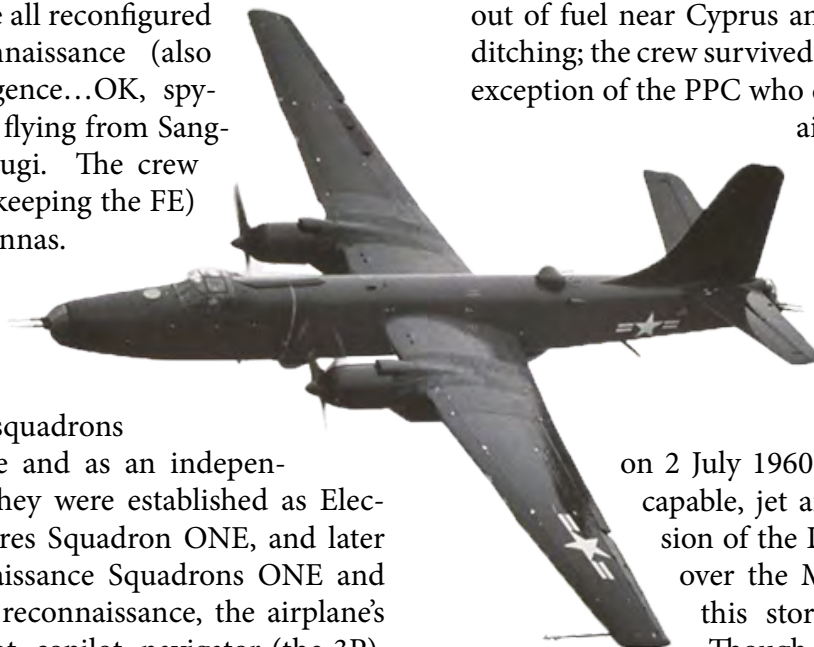
and three gunners. Long missions were flown off the shores of Vietnam, China, North Korea and the



*A Martin P4M-1Q with VQ-1 markings.*

Soviet Union. These "special" missions were always flown at night, darken ship and with "fake" bureau numbers.

These were risky missions especially considering the edginess at the beginning of the Cold War. In August of 1956, VQ-1 suffered its first loss. A Mercator was shot down by Chinese fighter aircraft resulting in the loss of the entire crew of 16. Three years later, in June of 1959, another P4M-1Q Mercator was attacked by North Korean Migs resulting in heavy damage and the serious injury to the tail gunner. The P4M-1Q's also operated in the Mediterranean in the VQ-2 sister squadron. Originating in Morocco and operating near Ukranian airspace, a P4M-1Q was intercepted by Soviet Migs. It escaped using those jet engines but ran out of fuel. It crashed into the Med with all of the crew perishing. And another ran out of fuel near Cyprus and attempted a no power ditching; the crew survived and was rescued with the exception of the PPC who drowned after exiting the aircraft.



VQ-1 and VQ-2 continued to operate worldwide until it finally retired it's last P4M-Q1 Mercator in a ceremony at Naval Air Facility, Atsugi, Japan on 2 July 1960. A twin engine, carrier capable, jet aircraft, the A3D-1Q version of the Douglas Skywarrior, took over the Mercator's mission. And this story ends on a sad note. Though the Mercator would have been a great museum display aircraft, not a single one survives today.

# 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.*

## Coping with COVID

With COVID-19 in full swing, several alumni sent photos depicting how they are attempting to deal with the situation. In the top photo (below), Chuck and Rhonda Guyer get out...but, when they do, they "Mask Up!"



Since Delta Airlines wasn't flying much, Scott Woolfrey (below) decided to "sport a beard!"



# SPECIAL TIDBIT

## The Aviation Anti-Submarine Warfare Operator (AW) Rating

By: Bruce Fleming

In July 1968, the Chief of Naval Personnel convened a board that determined over 1,968 personnel would transfer to the Anti-Submarine Warfare Operator (AW) rating on 1 September 1968. The names of the selected were first made available in BUPERS Note 1440 dated 5 August 1968. The name of every active duty and reserve service member eligible for the rating change was included in the Note; including 1,252 active, 150 TAR, and 566 inactive reserve members.

BUPERS Note 1440 and much other information about this change is currently available on the Association website [HERE](#).

Fast forward 25 years:

In November of 1993, in order to reflect the broadened scope of the AW rating, the Aviation Antisubmarine Warfare Operator title was renamed Aviation Warfare Systems Operator.

As the Navy prepared for the 21st century and the shift from blue water operations to the littoral, the missions of many enlisted ratings were being reevaluated and changes made to meet these new challenges. One such rating was the Aviation Antisubmarine Warfare Operator (AW). For many years, AWs were on the forefront of the cold war, seeking and tracking Russian submarines. But with the demise of the cold war, AWs are finding new opportunities to expand their career field.

By definition, AWs operate airborne radar and electronic equipment used in detecting, locating and tracking submarines. They also operate radars to provide information for aircraft and surface navigation. They serve as helicopter rescue crewmen and as part of the flight crew on long-range and intermediate-range aircraft.

# SQUADRON & COMMUNITY NEWS

## CDR Larwood Takes the Helm of VP-45

By VP-45 Public Affairs

CDR Charles Larwood III assumed command of Patrol Squadron 45 from CDR Paul Nickell during a change of command ceremony at NAS JAX on June 11. The ceremony was viewed by a “virtual” audience.



*Cmdr. Seth Eisenmenger, executive officer for Patrol Squadron (VP) 45, left, holds a phone with a video-link to Cmdr. Paul Nickell, the previous commanding officer of VP-45, as Cmdr. Charles Larwood III assumes command as the new commanding officer of VP-45 at an official but informal, change of command ceremony in the ceremonial hangar bay at Naval Air Station Jacksonville, June 11.*

Nickell led the “Pelicans” during a successful and fast-paced Fleet Response Training Plan and an innovative and forward-leaning U.S. 7th Fleet deployment. “Since my first tour, VP 45 has a reputation of operational excellence, so when assigned to lead the Pelicans, my eagerness to check in was second only to my excitement to lead these winged warriors over two phenomenally successful Indo-Pacific deployments,” he said.

Under his leadership, the Pelicans flew nearly 5,000 flight hours during more than 800 sorties in support of tasking from COMPATRECON Wing Eleven and Commander, Task Force 72.

Reflecting on the mission success, Nickell said, “Our success was made possible by the dedicated service of our Sailors and the sacrifices of our families. I

believe the true measure, the absolute test, of a team’s greatness is how well they confront hardship. There are only a handful of squadrons that have faced the scope and magnitude COVID presented with absolute professionalism and class. These Pelicans have set for me the example by which I strive to meet every day – VP-45 has made me better.”

“Our next year will be spent building on our successes during this most recent deployment,” said Larwood. “I’m greatly humbled by the responsibility I have as commanding officer to ensure VP-45 is trained and equipped to perform our mission as well as lead our nation’s most treasured assets, her Sailors, in standing the watch.

## VP-45 Crew Locates Missing Mariner in Pacific

By MCSN Thomas A. Higgins VP-45 Public Affairs

The crew of a P-8A Poseidon aircraft from Patrol Squadron (VP) 45 located a missing mariner and his vessel during a Search and Rescue (SAR) operation, Jan 17.

The crew of the P-8A located the vessel approximately 50 nautical miles from last known location, Jan 13. The crew deployed a search and rescue kit to the stranded mariner and reported the location to the U.S. Coast Guard to coordinate recovery. The P-8A Poseidon aircraft from VP-45 was dispatched to aid



*A stranded fisherman signals with a mirror to a P8A Poseidon aircraft, belonging to Patrol Squadron 45, conducting search and rescue operations off the coast of Guam, Jan. 17.*

in a Search and Rescue (SAR) operation about 600 miles off the coast of Guam, Jan 17. A sixteen-foot skiff was reported missing around 1100 Zulu time, Jan 13. Only one passenger was believed to have been on board the vessel. Guam's U.S. Coast Guard Rescue Coordination Center responded but has since requested the assistance of VP-45's fixed-wing Maritime Patrol and Reconnaissance Aircraft.

## VP-45 "Pelicans" Celebrate Homecoming

By VP-45 Public Affairs

The Pelicans returned to Naval Air Station Jacksonville, May 29, after an eight-month deployment. VP-45, led by commanding officer Cmdr. Paul Nickell, deployed with the "Diamondbacks" of Mobile Tactical Operation Center Five (MTOC-5). The squadron was deployed from October 2019 through May 2020 to the U.S. 7th Fleet area of operation, and assumed command of Task Group 72.2 (CTG 72.2).

"I have been consistently impressed by both the tactical and operational excellence of this team. It's been great to have back-to-back deployments in C7F to become sage practitioners of disciplined lethality, operating with commander's intent. The families and friends of our Sailors should be very proud of the selfless dedication and efforts of the team," said Nickell. The squadron conducted maritime intelligence, surveillance, reconnaissance, theater security cooperation, and ASW missions.



*A P-8A Poseidon belonging to the Patrol Squadron 45 "Pelicans" is directed to its spot on the Naval Air Station Jacksonville flight line, May 21. The aircraft returned home after a seven-month deployment to Kadena, Japan.*

These exercises and ops maintained and strengthened maritime partnerships, as well as enhanced maritime interoperability. Over the eight months, VP-45 and MTOC-5 built critical relationships with Air Force partners such as the 909th Air Re-

fueling Squadron, which allowed for the first long-range, persistent ASW event that spanned half the AOO. VP-45 maintainers executed over 13,000 man hours, ensuring every mission succeeded.

VP-45 and MTOC-5 also strengthened relationships with other U.S. naval forces, including the USS *Ronald Reagan*, USS *Abraham Lincoln*, and USS *Theodore Roosevelt* Carrier Strike Groups, as well as *America* Expeditionary Strike Group.

Throughout various detachments and exercises, VP-45 had the opportunity to work alongside other naval forces such as the Japan Maritime Self Defense Force, Republic of Korea Navy, Royal Australian Navy, and the Royal Canadian Navy.

During the deployment, VP-45 flew from Diego Garcia to Northern Japan, down to Southern Australia and across several Asia-Pacific nations. The squadron also participated in a large-scale exercise with a Joint Task Force in Palawan and supported multiple typhoon evacuations in the AOO.

## Navy's Triton Unmanned Aircraft System Arrives in 7th Fleet

From U.S. Pacific Fleet Public Affairs

The Navy's first MQ-4C Triton unmanned aircraft systems have arrived in Guam for their initial deployment in the Pacific theater. Unmanned Patrol Squadron NINETEEN (VUP-19), the first Triton UAS squadron, will operate and maintain two aircraft as part of an early operational capability (EOC) to further develop the concept of operations and fleet learning associated with operating a high-altitude, long-endurance system in the maritime domain.

The Tritons forward-deployed to Guam, both of which have arrived at Andersen Air Force base as of Jan. 26, will fall under Commander, Task Force (CTF) 72, for patrol, reconnaissance and surveillance forces in 7th Fleet. "The introduction of MQ-4C Triton to the Seventh Fleet area of operations expands the reach of the U.S. Navy's maritime patrol and reconnaissance force in the Western Pacific," said Capt. Matt Rutherford, commander of TF-72. "Coupling the capabilities of the MQ-4C with the proven performance of P-8, P-3 and EP-3 will enable improved maritime domain awareness in support of regional and national security objectives."

The Navy's Persistent Maritime UAS program office at Patuxent River, managed by Capt. Dan Mackin, and industry partner Northrop Grumman, worked closely with VUP-19 in preparation for EOC. Prior to flying the aircraft to Guam, the team completed extensive operational test and unit level training. "This significant milestone marks the culmination of years of hard work by the joint team to prepare Triton for overseas operations," said Mackin. "The fielding of



*An MQ-4C Triton unmanned aircraft system (UAS), with VUP-19 markings is hangared before departing for a deployment to Guam as part of an early operational capability (EOC) test to further develop the concept of operations and fleet learning associated with operating a high-altitude, long-endurance system in the maritime domain. Unmanned Patrol Squadron (VUP) 19, the first Triton UAS squadron, will operate and maintain two aircraft in Guam under Commander, Task Force (CTF) 72, the U.S. Navy's lead for patrol, reconnaissance and surveillance forces in U.S. 7th Fleet.*

the Navy's premier unmanned aircraft system and its additive, persistent, multi-sensor data collection and real-time dissemination capability will revolutionize the way maritime intelligence, surveillance and reconnaissance is performed."

The MQ-4C will conduct intelligence, surveillance and reconnaissance missions that will complement the P-8A and will bring increased persistence, capability, and capacity through its multi-sensor mission payload. "The inaugural deployment of Triton UAS brings enhanced capabilities and a broad increase in Maritime Domain Awareness to our forward Fleet Commanders," said Rear Adm. Peter Garvin, commander, Patrol and Reconnaissance Group. "VUP-19, the Navy's first dedicated UAS squadron supported by an outstanding NAVAIR and industry team, is superbly trained and ready to provide the persistent ISR coverage the Navy needs." Initial operational ca-

pability will include four air vehicles with capacity to support 24/7 operations.

## VP-30 Receives the Navy's 100th P-8A

From VP-30 Public Affairs

The Navy's 100th P-8A "Poseidon" was delivered to Patrol Squadron (VP) 30 at Naval Air Station (NAS) Jacksonville, on May 14. In July 2004, the Navy placed its initial order of P-8A aircraft to replace the Lockheed P-3C Orion, which has been in service since 1962. The Maritime Patrol community began transition to the P-8A in 2012.

The delivery of the 100th P-8A coincides with VP-40's successful completion of the 12th and final active component squadron transition to the Poseidon. The final transition concluded amidst a global pandemic, which could have halted or delayed the schedule, however, VP-40 remained on track. "We finished up VP-40's transition this month, and it has been a challenge. Despite the travel

restrictions, the additional required procedures, and the aircraft transfers, VP-30 answered the call.

"The VP-30.1 detachment at NAS Whidbey Island, Washington was grinding every day to keep the transition on schedule," said VP-30 Commanding Officer Capt. T. J. Grady. The P-3C to P-8A transition has been on glideslope, on course, maintaining the original schedule over the last seven years, all while continuing to meet VP Global Force Management and deployment obligations.

"The P-8A program has delivered ahead of schedule and under budget since its inception, which is why the delivery of the 100th P-8A is such a significant milestone," said Rear Adm. Pete Garvin, commander, Patrol and Reconnaissance Group.

Between January 2016 and now, the P-8A fleet has grown from 33 to 100. The U. S. Navy is on contract



*The Navy's 100th P-8A "Poseidon" aircraft arrives at Naval Air Station Jacksonville before being delivered to Patrol Squadron 30, May 14.*

to deliver a total of 117 P-8As in support of a larger fleet. VP-30, the "Pro's Nest," is the U.S. Navy's Maritime Patrol and Reconnaissance Fleet Replacement Squadron. VP-30's mission is to provide specific training to pilots, naval flight officers, and enlisted aircrew prior to reporting to the fleet. More than 650 staff personnel train over 800 officer and enlisted personnel annually, utilizing 13 P-8A and four P-3C aircraft.

### **VP-30 Concludes Active Duty Squadron Transitions to the P-8A**

From VP-30 Public Affairs

The Maritime Patrol and Reconnaissance Force (MPRF) has successfully transitioned all 12 active duty squadrons to the P-8A Poseidon. Over the last eight years, Patrol Squadron Thirty (VP-30) has been laying the foundation of the transition and building a multi-coast fleet from Naval Air Station (NAS) Jacksonville.

The first P-8A transition began in Jacksonville with the VP-16 'War Eagles' in July 2012. Since then, VP-30 has continued to focus on transitioning squadrons and training replacement pilots, NFOs, and aircrew. The VP-30 hangar has also housed maintenance crews during the transition. "Being on the fleet replacement side, we see that there are a lot of things that go into the aircrew training, maintenance

training, as well as us doing the transition so the fleet is ready to accept the P-8A," said Chief Aviation Structural Mechanic Thomas Garvey, VP-30 maintenance control chief petty officer.

The fleet transition concluded on schedule May 14 with VP-40 at NAS Whidbey Island, Washington. VP-30 has had a busy seven months facilitating the final phase of VP squadron transitions from P-3C to P-8A. "VP-40's suc-

cessful transition to the P-8A is the culmination of years of hard work and sweat. If you look at what the community has accomplished over the last eight years, it's amazing to see the transformation," said VP-30 Skipper T.J. Grady.

VP-40's transition to the P-8A began in November. Phase two took place at NAS Jacksonville, during which training continued with simulator, flight, and maintenance instruction. Phase three brought VP-40 back to NAS Whidbey Island where they completed their advanced tactical aircraft employment training. "The hard work of our Sailors and the Sailors of VP-30 allowed us to complete this transition process so seamlessly," said VP-40 Commanding Officer Cmdr. Matthew McKerring. "Once again, VP-40 has accomplished our mission successfully and on schedule regardless of any obstacles or challenges. After more than 50 years with the P-3C Orion, the Fighting Marlins are ready to tackle another 50 years with the P-8A Poseidon." Despite the global pandemic during phase three, VP-30 was still able to transition VP-40 on time, ensuring they were ready to deploy with the P-8A.

Transition may be over for the active components of the U. S. Navy, however, other nations are procuring the P-8A. Many countries have traveled across the globe to come to VP-30 to learn, train, and increase mutual interoperability.





## TREASURER'S TWO CENTS

By: Joe Oglesby



Fellow Pelicans: Note that there are reunion expenses in this report even though the reunion has been postponed until further notice. That is because we incurred reunion expenses in the form of deposits for venues, bus transportation, and payments for event insurance. After the reunion was canceled, we asked for refunds and we have received some of those. We all hope to see things improve soon so we can reschedule the reunion. Our account remains healthy and stable thanks to your continued support. I sincerely hope you and your families are staying safe during this difficult time.

**Charles (Joe) Oglesby, Treasurer**



## AT THE TOP



**CDR Charles A. Larwood III**  
**Commanding Officer, VP-45**

CDR Larwood, a native of Roswell, GA, is a 2004 graduate of the Naval Academy where he earned a BS degree in Quantitative Economics. He also attended the Naval Postgraduate School, graduating with a MS in Operations Research. He earned his Naval Aviator wings in December 2006.

Commander Larwood's sea tours include VP-8 as Operations Officer and his first tour was also with VP-45 as P-3C NATOPS Officer, Pilot Training Officer, Instructor Pilot, and Mission Commander.

His shore assignments include two tours at VX-20, where he served as Flight Test Director and Test Pilot for various projects flying both the P-8A and MQ-4C; in-flight refueling testing with KC-30, Harpoon II+ missile testing; and various upgrades to fleet aircraft. Additionally he was Formation/Chase Instructor in the T-2C. Prior to his first test assignment, he graduated from Test Pilot School with Class 141 during which he flew various heavy and fighter aircraft, including evaluation of the L-39C for the light attack mission.

CDR Larwood has served overseas in 4th, 6th, and 7th Fleet AORs. His personal decorations include four awards of the Navy Commendation Medal and recipient of the National Society, Daughters of the American Revolution Prize. He has flown approximately 2500 flight hours in over 25 type aircraft and is a member of the Society of Experimental Test Pilots.

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

All Funds	31 Dec 2019	\$29,968.22
Income:		
Dues	\$1,812.20	
Interest	13.88	
Misc/Refunds	1,450.00	
<b>Total Income</b>	<b>\$3,276.08</b>	
Expenses:		
Printing/Postage	\$74.78	
2020 Reunion Exp	2,600.00	
Taxes/Corp Fees	25.00	
Website Fees	291.83	
<b>Total Expenses</b>	<b>\$2,991.61</b>	
<b>Net Income</b>		<b>\$284.87</b>
<b>Total Cash Assets</b>	<b>30 June 2020</b>	<b><u>\$29,475.09</u></b>

# MAILBAG

Hey Jack!

Here's my latest attempt at poetry (to the tune of "Oh Lord, won't you buy me a Mercedes Benz?")

Oh Lord, won't you buy me, an Orion P-3?  
For my mausoleum, in Navy's cemetery  
When dead please just place me in my old TACCO seat  
I'll keep my eyes on the Severn, for Russian submarines.

John McCain is my pilot, he's laying right over there  
He'll provide for our defense, with missiles and with flares  
We'll protect Mother Bancroft as well as we can  
We're just a skeleton aircrew, me and my Navy wingman.

Best,  
Jack McCourt

Hey Jack!

I saw Jim Compton in your email list; he was also on CAC-32. Hope he is doing well, went to work for Delta in Atlanta last I heard from him.

I'm just a few miles south of you in Weems, VA the way the crow flies. Still active in the VP-68 Alumni Association and we usually meet at Pax for get-togethers. When I left 45 in '69 basically moved down the street to 62 until '76, then up to Pax ASWOC/TSC tour, then 60 in Glenview for a short while, then back to Pax, 4549 and 68 until I retired in '94 at Andrews just before 68 disestablished. I worked for IBM after leaving 45, thus moving around a bit, retired from Lockheed Martin as a Program Manager for surveillance systems after 38 years (LMCO bought the IBM division I worked for).

Take care and love the Pelican Post!

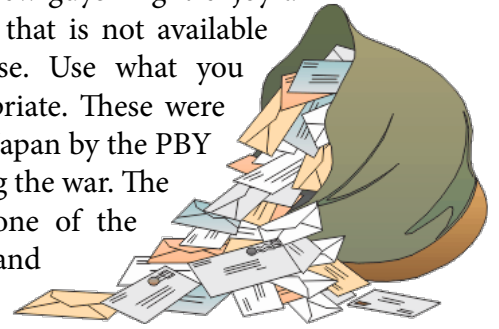
Dick Fickling

Hey Jack!

In case you're wondering - I have been going over

many files since moving to Covenant Living at Mount Miguel. You needn't use any stuff I send but I think the new guys might enjoy a little history that is not available anywhere else. Use what you think appropriate. These were dropped on Japan by the PBY VP-45 during the war. The story is in one of the newsletters and might be of interest for

the web archives. It took months to research those (expletive deleted) leaves!!



Charley Caldwell

Ed's Note: for more information concerning the "Paulownia Leaflets" mentioned by Charley in the above letter, click [HERE](#). Then scroll down until you see a picture like the one to the right.



Ed's Note: Bill received some inputs on his P5M article from some of our "older" guys who actually flew them:

Hey Bill!

Sad to report that I found a couple of factual errors in your article, but then I've always had the reputation of being a bit pickier, my friend.

I flew on both models and can vouch for the fact that both had hydroflaps, having been the crew member who often had the chore of crawling into the extreme aft compartment and manned the emergency hydroflap valves in case of failure at the rudder pedals.

The MAD head on the -2 was at the very top of the vertical stabilizer as you can see in my Facebook



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

cover pic. It just so happens that I was on the crew of both LN-8's, the one in your article pic as well as the one in my cover pic.

In '61 - '62, the -2's were sent to PAR for the conversion to make them P5M-2S's from P5M-2's and then all the -1's were also converted. The conversion consisted of the

installation of the Doppler, ASA-125's for the radar operator and TACCO, APS-80 radar, AQA-3, ASA-20, AQA-1, and ASA-25 for plot stabilization. There was an interim period prior to the conversions that the APS-44 radars were replaced with the APS-31.

Stu Babins

Hey Bill and Jack!

You produce a spectacular newsletter. I personally want to congratulate you for your tireless and professional work you produce for us fellow Pelicans. I have been involved with doing the same thing for the American Legion and I know the time that it takes to put out a product and I appreciate your efforts. Thank you!

Leo Nau

Hey Jack!

Dude – that is just a phenomenal-looking product. Nicely done.

Scott Kelly

Editor's note – needless to say, we received a lot of emails when the Officers made the decision to cancel the reunion this October.

Hey, Jack!

And I was actually on track to attend this Reunion! Hope you stay safe as well, and thanks for all of your efforts for the Association.

Rich Robison

Hey Jack and and all the Patron Four Five Assoc. Officers!

I applaud your courage to make the 2020 Reunion cancellation. Even knowing that there will be dear and cherished friends and shipmates that I have been planning on seeing, I thank you for making the most wise decision. That's a very tough one. Godspeed to all of you.

Jay Thomas

Hey Jack!

Sorry to hear about the reunion but it is the right decision. Anne and I over the holidays downsized, sold our house and moved into The Seabrook a CCR community on Hilton Head near our daughter. It was a real task but a great decision since it is a better place to be in quarantine.

Hope you and Pooh Bear and your families are safe and in good health. All the best!

Bill Pendley

Hey Jack!

Your messages from you and those in the past, are always saved and printed. We have always regretted that we could not make reunions. Service to God, Country, and Family has always been first most in our lives.

My first CO was a priest in a VF Squadron, and yet a fighter pilot as well. Since VP-45, I have met people who served in VP-45 after me and CO's from others or enlisted in other VP Squadrons who worked in business and Church. Blessings to you and yours for all you do for so many.

Mike and Carol Campbell

Hey Jack!

Good decision. Congratulations to the officers for making a timely, necessary and difficult decision.  
Bravo Zulu.

Charley Caldwell

Hey Doug and Jack!

I am sad, but understand completely! Even if we had it, I doubt I could have made it, due to I'm going to be 75 by that time, have diabetes, and with no vaccine or therapy yet, I'm one who is in the extremely high risk group, along with most of membership from the 1980s and earlier. So Good Call!

I've been Zooming with my MOAA Group here in Tidewater. Maybe get an Association meeting with several small ones and at least have a business meeting with groups of 50 people. That way you can have a meeting up to 40 minutes each to discuss The Associations Leadership!

Or just to have a group happy hour!

Warmest regards to all, stay safe,

Ken App

Hey Jack and the other VP-45 Association Officers!

Thanks for such a fine decision in cancelling the planned reunion. I know that it must have been difficult; but none the less a very wise decision, considering the times we are living in. I pray that all our squadron mates and their families are doing well and staying safe.

I look forward to our next reunion, whenever it is. These are life experiences that are among the very best of my life. No other friends or even family members can have the memories that we have and revisiting them at our reunions is one of the great

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

**"Hey Jack!"**

joys in my life.

God be with you all, and with our families till we meet again.

Fred Haynes

Hey Jack!

Sorry it came to this, but understand. Hope you and yours are healthy and safe.

Pat Nash

Hey Jack!

Wise move. See you in 2022, JAX again?

Best,  
Todd Alles

Hey Jack!

Tough call but we understand. Like they all are, this would have been a great reunion. Hopefully, we will get through the challenges of this virus sooner rather than later and we can get it rescheduled quickly. Thanks to you all for the hard work getting this one set up.

Jim Britts

Hey Jack!

Disappointing, but understandable. Thank you for letting us know. Back to the drawing board, I guess. All's well with us so far. Trust it is the same with you and all Pelicans. Stay safe

Bob & Rosie Hall

Hey Bill and Jack!

I think these plaques (see next page) ought to be somewhere on the web site. I had them approved by the Association Officers long ago and they are located in the Naval History Museum. I forget how much they cost but they are supposedly very nice and hanging somewhere in the museum.

Charley Caldwell



DEDICATED TO OUR  
SQUADRON MATES WHO  
GAVE THEIR LIVES IN  
DEFENSE OF OUR

COUNTRY FROM 11/1/42 TO 9/1/48

BY THE VP-45 (VP/VPB-205 / VP-MS-5) ASSN



DEDICATED TO OUR  
SQUADRON MATES WHO  
GAVE THEIR LIVES IN  
DEFENSE OF OUR

COUNTRY FROM 3/10/43 TO 6/9/45

BY THE VP-45 (VP/VPB-205/VP-MS-5) ASSN



DEDICATED TO OUR  
SQUADRON MATES WHO  
GAVE THEIR LIVES IN  
DEFENSE OF OUR

COUNTRY FROM 9/1/48 TO 11/1/98

BY THE VP-45 (VP/VPB-205 / VP-MS-5) ASSN

Hey Jack!

You and some of the other members may have seen this picture (below) on the internet. I hadn't. Found it before I reached the end of the internet and thought I would share in case you had not seen it. I hope this finds you well and safe.

Steve Madgett



Steve: One good pic deserves another! Since I have extra space to fill on this page; here is a P-3 on night final (below). I added the moon in the background and then applied a filter in Photoshop that gives it the texture of an oil painting. V/R, Bill



# BACK IN THE DAY

## VP-45 and Operation Market Time

By: Jack Keane

In 1954, after the defeat of French forces at Dien Bien Phu, the Geneva Accords partitioned Vietnam into communist North and democratic South with the demilitarized zone along 17 N. latitude, and Ngo Dinh Diem assumed presidency of South Vietnam. Throughout the late 1950s and into the early 1960s, the United States maintained an aircraft carrier presence in the South China Sea, often conducting photo reconnaissance missions to keep track of communist activities. Diem was overthrown and assassinated on 1 November 1963, resulting in a period of chaos and numerous military coups.

On 1 August 1964 South Vietnamese commandos raided a North Vietnamese PT base at Loc Chao. The next day, USS *Maddox* (DD-731) was attacked by three North Vietnamese PT boats 30 nautical miles from Loc Chao in the Tonkin Gulf. *Maddox* was able to evade the torpedoes. Two days later, both USS *Maddox* and USS *Turner Joy* (DG-951) were attacked by five North Vietnamese PT boats. Aircraft from USS *Ticonderoga* (CVA-14) came to their assistance. That evening, the president addressed the nation, and informed them that the United States would respond. Within two hours of Johnson's speech, aircraft from USS *Ticonderoga* and USS *Constellation* (CV-64) attacked four torpedo boat bases and an oil storage facility in North Vietnam. On 10 August 1964 Congress passed the Tonkin Gulf Resolution and the United States entered a war in Southeast Asia.

When the Gulf of Tonkin incident occurred, patrol aviation was already on station. VP-48 was deployed to Sangley Point, Philippines, VP-17 to Naha, Okinawa, VP-28 and VP-42 to Marine Corps Air Station Iwakuni, Japan. Two days after the Tonkin Gulf Resolution was passed, VP-6 would deploy to Naha and Iwakuni. Throughout the conflict, patrol squadrons deployed from Barbers Point, HI, Whidbey Island, WA, Moffett Field and North Island, CA, Brunswick, ME, Patuxent River, MD, and Jacksonville, FL, flying

the P5M Marlin, P2V Neptune, and P3 Orion.

Operation Market Time started after an Army helicopter pilot discovered a communist trawler unloading munitions along the coast of South Vietnam at Vung Ro Bay on 16 February 1965. Over a nearly nine-year period, patrol aviation launched a Market Time mission every seven hours, flying patrols out to 50nm off the coast of South Vietnam up to the demilitarized zone. In October 1967, the surveillance corridor was expanded to the Cambodian coastline. The Operations Evaluation Group (currently the Center for Naval Analysis) stated that by early 1967 Market Time missions had reduced the flow of munitions to South Vietnam by sea to nearly 10% of the 1965 rate.

The Red Darters of VP-45, under the command of CDR Bill Saunders, departed Jacksonville in December 1968 for a six-month deployment in support of combat operations in Vietnam, flying from NS Sangley Point, Philippines with detachments to U-Tapao, Thailand and Cam Ranh Bay, South Vietnam under the operational control of Commander, Task Force 115 (CTF-115) in support of Operation Market Time. Some Red Darter memories include:

**Dick Fickling** – I was the Jez operator on CAC-32, needless to say, I had very little to do with my seat position but our South East Asia tour gave me an opportunity to learn other things. I deployed as a third class AX and returned home as a second class AW. We all backed-up the



*Dick Fickling*

ESM operator, listening all the time. I became a fairly good photographer, learned to operate the radio giving many contact reports, and some basics of navigation. We did have one flight where we spotted two Russian Foxtrots on the surface, surprised us and them. As all of us remember of the tour, we flew Market Time, mostly out of U-Tapao, Thailand. CAC-32 did get a short stint in Cam Ranh Bay. If memory serves, we flew twenty-eight strike flights. I will forever remember the U-Tapao routine: "Fly Early, Duty, Fly Late, Off." "Off" often meant riding up to Bangkok to get the airplane washed.

**Bruce Fleming** – During one of the Thailand Det's,



Bruce Fleming

I remember riding down to the aircraft for an early morning preflight. Our ordanceman Denny Traver was driving. He almost ran us off the road as he tried to dodge a 10' or longer cobra that was crossing the road. On most of the early morning Market

Time patrols as we descended from cruise altitude over South Vietnam. I recall looking out the window seeing the parachute flares lighting up the ground where you could see tracer fire and thinking how glad I was not to be down there!

**Gerry Grieser** – I remember being on patrol looking for ships who were bringing weapons and ammunition to the enemy. Our job was to fly along the coastal waters to locate the ships and rig them to get the name on the side of the ship and call headquarters to give them the “mast, king post, mast information,” and if it matched, headquarters would send a destroyer out to give them an option. As I understand it, they said, “Turn around and return where you came from, or we will sink you.” I guess it worked! I spent my time at U-Tapao Thailand and Sangley Point, Philippines.



Gerry Grieser

**Ben Holder** – CREW 30 was assigned to replace another squadrons patrol from Cam Rah Bay. We arrived early afternoon and got settled into our quarters. That evening a mortar round came in and the rule was to hit the sand bag bunkers. The outdoor sprinkler was turned on during any attack. The enlisted crew slept that night in wet flight suits on wet sand. We did complete all of our missions in true VP-45 tradition.



Ben Holder

**Randy Hotton** – Our CO CDR Bill Saunders was out to set records for hours flown, and the least number of aborts. We had two aborts in the month December. One of them was Paul Dykeman, he aborted for a mechanical generator failure. In NATOPS this was a mandatory engine shutdown and return to base.

**“The joke, spread among the JO’s, was that the only acceptable abort criteria under CDR Saunders was an uncontrolled wing fire inboard of the outboard engine.” - Randy Hotten**

That is what Paul did. The CO said loss of an engine in combat flying is not abort criteria in his book, we fly on three engines all the time. Paul Dykeman was put in “Hack” as a message to everyone on how he felt about aborts on Market Time missions. Paul was confined to his room for the duration of this rotation in U-Tapao. The joke, spread among the JO’s, was that the only acceptable abort criteria under CDR Saunders was an uncontrolled wing fire inboard of the outboard engine. We only had two more aborts in the next five and half months, and Saunders was recognized for setting records for the least number of aborts.

We would be flying another night patrol on December 28th and I needed to get some rest. That was the day of the Bob Hope Show. We did not have to brief for our flight until 1900 and the show started at 1700. So, we got to go to the Bob Hope Show. He told a few jokes, but the high-light of the show was Ann Margret ... she was wearing a skintight body stocking that left little to the imagination. Plus, he was wearing a VP-45 Ball Cap during his show.



Ann Margret circa 1969

On Jan 13th, we moved a detachment of two P-3’s to Guam to do an ASW screening mission for the USS *Enterprise* while it was enroute to Yankee Station. On the 14th we flew a 11-hour ASW barrier patrol in the area the *Enterprise* would be transiting. About four hours into our mission we get a call that the USS *Enterprise* had caught on fire and would be returning to Pearl Harbor for repairs. The fire started when a Zuni Rocket detonated under a plane’s wing. It spread as more munitions exploded, blowing holes

in the flight deck that allowed burning jet fuel to enter the ship. 28 sailors were killed, 314 were injured,



15 aircraft were destroyed., Six years later I would get orders to be part of the ship's company on the USS *Enterprise*. One of my duties would be inspection tours of the ship and on these inspections, I would visit the damaged area.

*Randy Hotten*

On a flight just after going on station south of the DMZ we picked up a target, a good-sized return and we commenced a radar run on the target. The target had no lights and we could not identify it. Thinking it might be a Navy ship we called on Fleet Common 277.8 UHF but no response. We elected to illuminate the target. We set up our para flare run and dropped the flare. As we started our turn back toward the ship, the ship came up on Guard 243.00 UHF, "We are the USS *Dupont*, we are friendly do not shoot, do not shoot!" We looked at the ship with flare in the background; it was a US Destroyer Escort part of the Market Time force. [ Editor's note: more of Randy's memories can be found on our Sea Story page.]

**Charlie Maher** – The rotation of planes to Thailand and other assigned missions put a strain on aircraft availability. An aircraft coming out of check after getting 4 engines changed was ready for test flight. The engines were pulled to go on other aircraft. Although it was 2200, with LCDR Jack Armor in charge, along with the QA crew a test flight was made staying in constant sight of the Sangley airstrip. The test flight included full engine feather tests.



*Charlie Maher*

For the Market Time Patrols each VP-45 plane was equipped with a locked metal box in the after station by the galley. Inside of the box was twelve M&P 38 (38 caliber) revolvers along with dried out shoulder hostlers, and 6 rounds in the guns cylinder, to be used as our defense weapons should the plane go down. The M&P .38 revolver was issued in 1901. I guess someone figured that as we all made it through SEER training before departure, we surely didn't

need any modern weapons!

Aircraft parked at the Navy area in U-Tapao were guarded at night by the Thai Marines. They surrounded the plane with sand bags, and barbed wire and carried automatic weapons. Getting the plane ready for flight involved convincing the Thai Marines to give us access to conduct preflight, along with having the barbed wire and sandbags removed was never an easy thing to do. It always seemed that someone in charge of them was never with them, so we had to patiently wait for access to the aircraft. Look at Page 81 in the deployment cruise book to see LN-31 being protected. [Editor's note: the cruise book can be found [HERE](#).]

There was not a wash rack to rinse the salt water off the bottom of the aircraft fuselage to reduce corrosion on returning from Market Time low level flights. The fix was convincing the Air Force Construction Battalion to provide us with the material in order to tie into a fire hydrant and run pipe with holes on the Navy taxi area covered with a wooden ramp. Incoming aircraft would let the ground crew know of their arrival and have them open the fire hydrant. It was a simple measure that worked.

**Ray Winkelmann** – I was late arriving in Adak, Alaska but just in time to go to Atsugi, Japan. Awesome. As an Ensign in the Training Department with Bro Hankel, we set up training exercises in Brunswick, Maine as a boondoggle to get 50 gallon CANS FILLED with LIVE MAINE lobster at \$2.00/pound. No kidding, there was enough for the whole damn squadron!

For the accomplishments in Market Time, all aircrew were awarded at least two Air Medals in addition to the Vietnamese Service Medal and Vietnamese Campaign Medal. The squadron returned to JAX in June 1969. During the return trip to Jacksonville, the squadron lost LN-20 following an aborted take-off from Adak. The aircraft suffered strike damage due to fire but all crew members escaped without injury. Market Time was deemed to be one of the two most successful naval operations of the Vietnam War. The last mission was flown by VP-17 on 2 October 1973, marking the end of ten years of daily ocean surveillance. All in all, maritime patrol aviation conducted 82 deployments to the combat zone for a total of 14,638 days in theater.





**James Howard “Jim or Jimmie” Jones**, 87, loving husband, father, “Pap” and friend, passed away



*Jim Jones*

peacefully at home in St. Augustine surrounded by his family June 19, 2020. Jim was born July 31, 1932 in Elizabeth Township, Pennsylvania, to parents John Howard and Nellie (Grable) Jones. He graduated from Elizabeth High School in 1950 where he was a member of the band, theater and played basketball. In 1951, he enlisted in the United States Navy and attended RTC Great Lakes. His first operational squadron was VF-52 supporting F2H-3 Banshees. Later he was designated as an enlisted Air Crewman and served in several RVAH squadrons flying the A-3D Sky Warrior. He served many deployments embarked on several aircraft carriers. The pinnacle of his successful Naval career was serving as the Command Master Chief (CMC) of NAS Jacksonville, Florida and several East Coast Patrol Squadrons. Command Master Chief Jones was a highly sought out commodity by Patrol Squadron Commanding Officers for his impressive leadership abilities and his unwavering commitment in guiding young sailors and officers to successful careers in the Navy. Master Chief Jones’ Navy career spanned 37 plus years and had a significant positive impact on literally thousands of young sailors’ lives.

Master Chief Jones was a veteran of the Korean and Vietnam wars and was awarded two Navy Commendation Medals, three Navy/Marine Corps Achievement Medals, Two National Defense Service Medals, Vietnam Service Medal, Nine Good Conduct Medals, Enlisted Aircrewman Wings, and Enlisted Aviation Air Warfare specialist wings. In retirement, Jim was a devoted family man and loved spending

time and holidays with his children, grandchildren and great-grandchildren. Jim’s favorite hobby was wood working and cheering for his beloved Florida State Seminoles. Jim will always be remembered for all of his crazy antics and funny sense of humor. He had the special ability to bring a smile to everyone he met.

Jim was preceded in death by his parents John Howard and Nellie (Grable) Jones and his son James Howard (Jimmie) Jones Jr. Jim is survived by his loving wife of 64 years, Beverly (Lilly) Jones, daughter Karen (Todd) Ostrosky of St. Augustine, Florida, daughter Denise Jones of Melbourne, Florida, son Scott (Toni) Jones of Merritt Island, Florida, daughter-in-law Virginia Jones ; five grandchildren, Kimberlie (Mason) Raley, Tommie Quinn Jr., Kasey (Dustin) Mietzner, Matthew Quinn, and Jacob Vielock; and four great-grandchildren, Drew, Raegan, Blake, and Skylar.

**Vyan-Peter E. Luttrell**, age 84, of Roseville Passed



*Vyan-Peter  
Luttrell*

away on June 7, 2018 Preceded by parents, Harley & Vi; siblings, Harley & Beverly; and son-in-law, Scott Bradley. Survived by wife, Joanne; children, Vicki (Kevin) Strandberg, Sue Bradley, Nancy (Steve) Schugel, Laurie (Tom) Larson, Peter; 8 grandchildren; and 1 great-granddaughter.

**Raymond Charles McCarty** was born on Friday, March 03, 1939 and passed away on Friday, April 03, 2020. Raymond Charles McCarty was a resident of Minnetonka, Minnesota at the time of passing.

**Janice Elizabeth Morgan McCrory**, 76, of Jena,

Louisiana, passed from this earth to her heavenly reward on Monday, May 4, 2020 following a sudden, short illness. Born January 23, 1944, in Bay City, Texas, Janice was a graduate of Jena High School, Class of 1962, and received a Bachelor of Arts in education from Louisiana Tech University. A schoolteacher, she devoted much of her life to educating students



*Janice McCrory*

from elementary to junior high school in such spots as Pensacola and Middleburg, Florida; and at Lajes Field, on the island of Terceira in the Azores, Portugal. She retired from Jena Junior High School in 2007 after teaching there for 16½ years, having twice been named Jena Teacher of the Year and, in 2000, LaSalle Parish Teacher of the Year.

She leaves behind the absolute love of her life, her devoted husband of 54 years, Ralph McCrory, whose hand she often could be found holding in trips to Walmart and the grocery store. Also left to cherish her memory are her son, Sean Patrick McCrory, of Denton, Texas, and his wife, Cat; daughters Paige Elizabeth McCrory, of Deville, Louisiana, and Kimberly Ilene Lawson, of St. Augustine, Florida, and her husband, Erik; sisters Glenda Bumar, of Jacksonville, Florida, and Melba Ferguson, of Dripping Springs Texas, and her husband, Lonnie; brother, Harland Otis Morgan Jr., and his wife, Joan; six grandchildren, Morgan McCrory, Matthew McCrory, Hunter Lawson, Abby Lawson, Kimberly Brown and Madison Brown; five step grandchildren, Ashley Ostrander, Jonathan Birmingham, Andrew Birmingham, Brenna Birmingham and Matthew Birmingham; and one great-step grandchild, Loyal Birmingham.

**Bill G. Rhoads**, 74, husband of Sally E. Rhoads, died Sept. 12, 2017 following a short illness at the Hospice Care Center. Born June 27, 1943 in Lexington, KY, he was the son of the late Myrvel M. and Zana M. Chinn Rhoads. Chief Rhoads was a University of Kentucky graduate, served in the U.S. Navy and Navy Reserve, and held the position of Chief Deputy Sheriff for Fayette County. Survivors other than his



*Bill Rhoads*

wife include two sisters, Carol Ann Bradley and Clara Ann (Bob) Moats; sister-in-law, Carol (Joe, deceased) Horn; and an abundance of

nieces and nephews, who loved him dearly.

**Clarence Edward Rich, III**, age 76 of Euharlee, GA, formerly of Blairsville passed away on Wednesday, June 17, 2020 at his home following an extended illness. Mr. Rich was born on Oct. 13, 1943 in Atlanta, GA., the son of the late Clarence E. Rich Jr. and the late Helen Ruth Perkins. He was a proud veteran of the US Navy, served in the Vietnam War, and retired after over twenty-nine years of service to his country. He enjoyed playing golf, working with electronics and computers, playing cards, and watching sports. He was a loving and caring husband, father, brother, grandfather, and great grandfather. He was preceded in death by his parents and also a grandson, Jason Pickren and a brother, Donnie Rich. Mr. Rich was a member of Old Union Baptist Church. Surviving Mr. Rich are his loving wife and best friend of fifty-six years, Linda Nichols Rich of Euharlee, GA, two sons and daughters-in-law, his siblings, two grandchildren, four great grandchildren, several nieces, nephews, great nieces, nephews, many other relatives and friends also survive.



*Clarence Rich*

**Mr. Albert George Schum, Jr.**, age 70, of Glen St. Mary, Florida died Wednesday, June 10, from injuries sustained in an automobile accident. Bert was born in Cincinnati, Ohio and resided in Jacksonville, Florida before moving to Glen St. Mary 17 years ago. He joined the United States Navy April 1, 1969 and served as an Aviation Machinist Mate (Aircraft Mechanic) and P-3 Flight Engineer for 20 years, retiring as an ADCS. After serving



*Albert Schum*

his country, he then worked for Aircraft Products Company and ultimately retired due to medical issues from DYNCORP after 20 years in various roles, with the last being Aircraft Support Equipment Specialist for VR-58. During his Navy career, he served at Naval Air Stations in Georgia, Guam and Jacksonville. He was awarded numerous awards and medals during his service in the Navy, which included his most distinguished-the Air Medal w/1 Bronze Star (notably earned for his actions as part of a crew that heroically revived a Navy aircraft that went down in an area of conflict, saving multiple

lives as a result), and the Navy Achievement Medal w/ 1 Gold Star (He was most proud of this award as he was recommended for it by his subordinates for his exceptional leadership).

Albert was a loving husband, father and pawpaw. He was preceded in death by his parents, Albert G. and Joan Gilb Schum, Sr. He is survived by his loving wife of 34 years, Karen Schum of Glen St. Mary, Florida: Two children, Michael (Rebecca) Schum of Savannah, Georgia and Crystal Burnham of Orange Park, Florida: Five siblings, Peggy (Paul) Hughes, Mark (Marlene) Schum, Kathie (Ken) Goode, Merry (Dan) Helcher, and Mike (Vicki) Schum: Five grandchildren, Samantha (Pawpaw was my best friend and taught me what it means to be truly loved), Matthew, Aaron, Aubrey and Emily. He is also survived by 6 nieces and 3 nephews and a whole bunch of great-nieces and great-nephews.

**Alvin Harold Thompson** of Albert Lea, MN died peacefully at his home Monday, Dec. 3, 2018, at 83 years of age. Alvin was born April 5, 1935, in Forest City, Iowa, to Anna Hanna and Harold Thompson. After graduating from Emmons High School in 1953, Alvin worked at Queen Stoves in Albert Lea before enlisting in the U.S. Navy. Alvin was stationed at bases in Panama and Bermuda and assigned to a VP 45 bomber crew team.



*Alvin Thompson*

He married Ann Marie Thompson in June 1959 in Duluth, farming in the Emmons area before adopting their two children, Troy and Annamarie. Alvin also worked as a tool and die maker in Lake Mills and served on the Nunda Township board from 1982 to 2006. The couple moved to Albert Lea in February 2014. Alvin is survived by loving wife, Ann Marie; children Troy Thompson (Michelle) of Clarks Grove and Annamarie Saarinen (Paul) of North Oaks; grandchildren Holly Thompson, Cody Johnson, Jack Hingos and Elle and Eve Saarinen; great-grandchildren Ashton Johnson, and Arya and Jayce

Zeigelman-Hingos; brothers Ronald Thompson (Nyla) and Gilman Thompson (Nylene); sisters-in-law Linda Peterson, Lois Koehler, June Hall (Allan) and Susan Kreager (Russ); brother-in-law, Odell Odberg (Lovey); and many nieces and nephews.



**Rev. Will Allen Waldrop** was born on March 18, 1939, to the union of Rev. and Mrs. Mary Waldrop, who preceded him in death. He was brought up in a Christian home with strong beliefs in God and His Son Jesus Christ. After Will completed High School, he joined the Navy and served for 20 years and retired in 1980 because he wanted to see the world - traveling extensively to various places. He worked at the

Naval Station in Jacksonville for the Federal Government | Department of Defense.

Will attended The Luther Rice Seminary where he received his Associate's Degree. He was the vice moderator for the Western Union Baptist District. He served as Pastor for I Samuel Baptist Church for 3 years, after which he was called to Pastor and Shepherd to the flock at Mt. Nebo Baptist Church for 31 years - retiring on March 18, 2018. He also provided leadership in the development of the Fellowship and Educational Building at Mount Nebo Baptist Church.



*Will Waldrop*

He leaves his wife, Mary E. Waldrop; daughters, Crystal Waldrop (Washington, DC) and Karen and Sandra Williams (Buffalo, NY); sons, Allen and Daryl Waldrop (preceded in death); 5 grandchildren - Dominique (Garnell III) Whitfield, Christian Graham, Alexis Williams, Amara Williams, and Amariion Hunley; 4 great-grandchildren - Jaya, Jade, and Garnell Whitfield IV and Jordan Wright Jr.; brother - Richard Waldrop (Buffalo, NY); 3 sisters - Lila Waldrop; Corrine Gordon (Eddie) and Mamie Hill (Cincinnati, OH). Host of nieces, nephews, cousins, relatives, and friends.

**Mary Florence Gailey**, 87, of Brunswick, died Saturday June 6 at UF Health Jacksonville.

## 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](http://www.vp45association.org)) is to email it to the Association WebMaster or any Association officer. The email address for the current WebMaster and can be found at the website. If you have a photo that "accompanies" your story, please email it also and we'll include it with your story! Additionally, any other squadron photos, squadron rosters, papers, crew lists, etc. that you would like to share are invited. Welcome Aboard!