

# THE PELICAN POST OF PATRON FOUR-FIVE ASSOCIATION

Hank Gorman – President  
Tom Golder – Vice President  
Ken Cory – Treasurer  
Chuck Caldwell – Secretary/Editor

Newsletter #19

April 1997

### Please read this

**ALL HANDS:** → Dues are \$10 per year (5 years for \$40, and \$100 for life). **If your address label has an \* after your name, your 1997 dues are past due.** This issue includes a Roster and e-mail addresses. If you change your address, please inform the Editor. This edition will be forwarded to you by the Post Office and an address correction sent to the Association at a cost of \$.50 for each such correction but if you send a free postcard from the Post Office when your address changes everyone wins.



## PRESIDENT'S MESSAGE



**Hank Sez** • • •

Our Association owes a large debt of gratitude to Jack and Joyce Barry and the members of their hard-working committee for the wonderful reunion we had in Virginia Beach. Everything was planned and executed to perfection. We thank them for their efforts. The reunion was a roaring success and their labors made it so.

Mort Eckhouse has already begun the planning for our next reunion, which will be in Pensacola in the fall of 1998. Pensacola has a lot of memories for most of us and the proximity of the Naval Aviation Museum enhances its location for our next gathering. I thank Mort for taking on the important task of planning and running our next reunion. He will

be calling upon members in the Pensacola area to serve on the various committees he will be setting up.

While in the thanking mode, I want to thank Tom Golder for accepting the Vice President's job, Chuck Caldwell for remaining in the Secretary's slot and for doing such a wonderful job with our newsletter, and Ken Cory for continuing as our outstanding Treasurer.

Once again I request each member of our organization to help in identifying former PATRON 45 Pelicans and in signing them up as members. While we have made progress in recruiting squadron members from the P-3 community, there are many out there who are not aware of our organization.

Regards,  
Hank Gorman  
513 Greenaway Drive, North Palm Beach FL 33408

**From the VEEP**

In the mid 70's, on a Saturday morning watch as CDO in SARATOGA (CV-60). in port, I was standing my indoctrination After a tour of the ship with the qualified

CDO I asked him, "O.K. What do I do now?" He said, "Go to your stateroom and wait for a call!"

In November 1996, I knew as much about the duties of the Vice President of the Patron Four-Five Association as I knew about what the CDO on a Carrier did so I put that old bit of advice into practice. But we didn't have "E" mail back then! It wasn't long before, through the wonders of cyberspace, the little computer voice was announcing "You have mail." Now I'm up to speed on what is happening in our Association and it is exciting.

Work is in progress on the '98 Reunion; we face membership issues; and other important items are on our agenda. These subjects will be covered in detail in other sections of this newsletter. I can only add that if you received a Christmas card from an old squadron buddy that you think might be interested in joining the Association please let us know. My address is in the roster and online it is TVGOLD@AOL.com, any comments, suggestions, complaints are welcome.

*Start your planning for P'Cola in '98, now!*  
**Tom Golder**

**\*NOTES FROM ALL OVER\***



**??? Did You Know ???**

That **F. A. "Fritz" MEYNE** (VP-45 '55 - '58) is the *National Chaplain* of the Fleet Reserve Association for 1996-97?

And that . . .



**John Lovric** (VP-45 '54-'58) heads his local VFW unit in Green Springs, Ohio?

**John Writes . . .**

Our Post is named the *Roger W. Young* Post 6067. Rodger Young was killed in action against the Japanese on 31 July 1943 on New Georgia Island in the South Pacific. For his heroic actions he was awarded the Congressional Medal Of Honor. His memory has been made to remain in the *Ballad of Rodger Young*, and his deeds of

action were the subject of an article in the July 1995 issue of *The Retired Officer* of The Retired Officer Association.

The function of the VFW is fraternal, patriotic and educational, and John says he is very proud to serve as Post Commander, finds it very personally heart-warming, and enjoys the camaraderie with people who have served their country to make this land a great republic. He joined the VFW in 1946, has served in all Post "chairs", and is in his second term as Post Commander.

His Post has 165 members and is active in many projects such as helping others in need, aiding in military funerals, teaching "Americanism" to the youngsters at various schools, making donations to many groups and organizations, and aiding the widows and children of deceased veterans. VFW membership is restricted to those who served their country overseas in time of war or emergency.

John and Millie attended the VaBch reunion and hope to be in Pensacola for the next one.

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**Swan Song For Lake Washington PBM  
BuNo 59172**

Courtesy of Bruce Barth, Mariner/Marlin Association and VP-40 Historian

In 1993, the Mariner/Marlin Association championed the final effort to save the last known Martin PBM Mariner, a Navy PBM-5, BuNo 59172, that lies upside down on the bottom of Lake Washington near Seattle. In the ensuing years that followed, the project gained momentum and quickly grew into one of the largest salvage operations of its kind undertaken by the U.S. Navy.

The victim of a landing accident in 1949, the subject of salvaging the Lake Washington PBM was not new and was considered by the Navy in the early at the request of the National Museum of Naval Aviation. However, due to funding restrictions and

other considerations, no formal attempt was made to recover the aircraft until 1990.

Through the persistent efforts of the National Museum of Naval Aviation and the Commander of the Navy's Mobile Diving and Salvage Unit 522, based at Everett, Wa., the first operational attempt to salvage the aircraft commenced in August 1990. During this attempt, one of the Navy divers suffered a fatal heart attack and died, suspending the project after only 10 days. The interest to salvage the aircraft was still strong, but in order to proceed with a second attempt, it would require a significant effort to coordinate the activity and secure the needed financial commitments necessary to raise the aircraft and perform an eventual restoration.

In 1994, the Mariner/Marlin Association accepted the challenge to devise and organize a plan for a second attempt to raise the aircraft. Through the primary efforts of two of our members, retired Navy Captains Richard Hoffman and Bruce Handler, a team was formed. The long and arduous job of finding a permanent home for the plane, securing financial commitments for recovery, transportation and restoration, and securing the federal, state and local permits required to proceed with the recovery operation began.

During the course of the next two years, the team faced many obstacles which were seemingly impossible to overcome and could jeopardize the success of the project. Determined to succeed, the team remained optimistic and continued in their effort to enlist the support of individuals, community organizations and government agencies to secure the necessary means to raise the

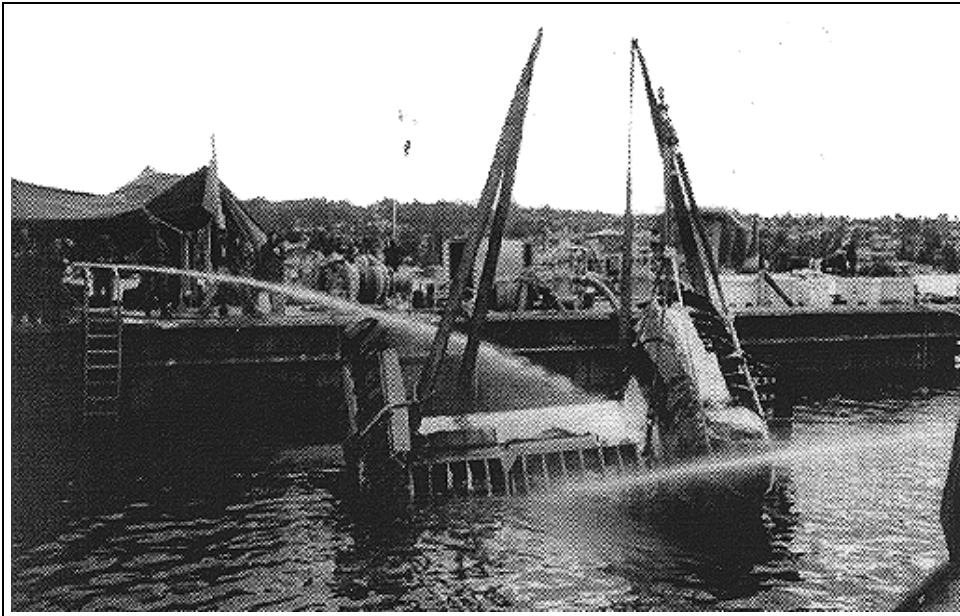
Mariner. Commitments for manpower, materials and expenses started to come in, and the list of endorsements for support continued to grow, not only from government agencies, but companies like Boeing and Lockheed-Martin, who each made significant contributions to the project. By August 1996, six years after the first salvage attempt, the second attempt to raise BuNo 59172 was ready to begin.

Working under the direction of Navy Mobile Diving and Salvage Unit One, Pearl Harbor, Hawaii, the Navy commenced preliminary diving operations in late August. The salvage plan consisted of five major parts: survey, excavation, righting, floating and shore recovery. By far the most difficult part of the plan facing the divers, was in the excavating and righting of the aircraft which had been partially buried in hard mud and covered with five feet of fine Cedar River silt and ash for 47 years. Still virtually intact with relatively little apparent damage, the aircraft lies 65 feet down just a few hundred yards from shore.

As the divers continued with the excavation, it became apparent that the PBM was buried deeper in the mud than originally thought, and that the wings, which had been covered for so long, had filled with heavy silt. After performing over 600 dives, and removing more than 1200 cubic yards of mud and silt, flotation devices were placed in the fuselage and under the wings to attempt to right the aircraft underwater.

In early October 1996, after over two years of planning, the final attempt to raise the aircraft intact failed due to the excessive weight of the silt that had built up in the wings and fuselage. During the lifting attempt, the rear fuselage separated just forward of the waist hatches. The reason was determined to be caused by the weight of the silt and the reluctance of the forward section of the aircraft to break free of the bottom. The latter caused the aircraft to split open longitudinally, discouraging any further attempts at this time to salvage the balance of the fuselage. Portions of the severed rear fuselage, tail assembly, and other items successfully recovered by the Navy will be shipped to the National Museum of Naval Aviation, Pensacola, Florida, for preservation and possible display.

Devising a plan to successfully raise an aircraft the size and weight of a PBM from Lake Washington, under the circumstances



**Tail Section Being Hoisted**

of BuNo 59172, was a known calculated risk, but one that had to be taken. Everyone involved in the project felt it worthwhile and remained optimistic until the end. But the team was also realistic and consciously aware of the dangers involved in such an undertaking and prepared for the worst in the event of failure.

Regardless of the success or failure of raising

the Lake Washington aircraft, we should be grateful in knowing that as a team, the Mariner/Marlin Association, and its membership, did everything possible to save the last PBM. To realize what was accomplished in such a short period of time is a reward in and of itself and should be shared by the entire membership. We have demonstrated the strength and professionalism of our people, and as an organization have earned the respect of those we have worked with on this project.

Overall, the team raised nearly \$2M dollars in in-kind donations towards the salvaging and restoration of the Navy's last PBM. We would like to extend a special thanks to the following individuals and organizations for their help and support on this project: Capt. Richard Hoffman, Capt. Bruce Handler, Capt. Marc Jones, Cdr. Jim Korbein, Bruce Barth, Stan Piet, Valerie Wright, Naval Historical Center, Navy Mobile Diving and Salvage Units, Seattle Museum of Flight, Army Corp. of Engineers, Glenn L. Martin Aviation Museum, National Museum of Naval Aviation, The Boeing Company, Lockheed-Martin, AAHP, Naval Base Seattle, and the U.S. Air Force Reserve.

**(Ed. Note: That may have been the last salvagable PBM.)**



**Overheard at the airport:** The airline agent asked, "Has anyone put anything in your baggage without your knowledge?" Passenger, "If it was without my knowledge, how would I know?" With a knowing smile and a nod of the head . . . "That's why we ask." ☺



9/15/96

Dear Ken,

I'm a Pelican that wants to stay with the flock!

Enclosed you will find my annual dues plus a little extra for incidentals.

I think all our Association officers have done a fine job, and be assured it is appreciated.

See you at the reunion.

Sincerely  
Fran and Tony Testa

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9/17/96

Ken,

Wrote check for '96 dues then sat down to read the newsletter. OOPS - \$10 more for '97!

Great newsletter!!! Keep up the good work. Wish I could make it to the reunion but my part-time consulting with the FAA and DOE, making changes to NAVAIDS at Amarillo Airport to keep planes from flying over plutonium at Pantex Plant, is keeping me busy. I've got plenty of sea stories from VP-45 — I'll get to work and send one soon.

Regards to everyone at the reunion.

Tom Golder  
'65 - '67

(Ed. Note: OK, Tom - we'll expect at least one sea story per newsletter until . . .).

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9/17/96

Hi Ken,

Received the VP-45 newsletter yesterday and Chuck does a great job. Sure was interesting.

Enclosed please find my check for 1997 dues.

See you Nov. 1st. Sounds like a great time. Looking forward to it. Wish more of my old gang were going.

Sincerely,  
T. L. "Red" Lister

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9/20/96

Sir:

Rumor has it that I had a small and insignificant heart attack. This is true and my doctor would not allow me to travel

very far for a while.

I am most grateful and deeply touched by the letters I have received when the word got around somehow or other.

Why this episode after all we have been through in this life?

Here's how it happened: I was dozing off by the swimming pool dreaming of nice things . . . Raquel Welsh, etc., and I dreamt that I was a new PPC and boarding my P5M not knowing my crew.

The first thing I saw was *Bill Dean\** and *Stich\** in the pilots' positions!!!

Immediately, of course, I suffered a heart attack and was given defibrillation and other things . . . I recovered and returned to the P5M and, as I again boarded her, I saw *Will Moore\**, *Lon Gailey\** and *John Pavlick\** in various stations. I immediately suffered a massive relapse — and 911 responded efficiently.

I am recovering rapidly and plan to continue the tennis lessons I have given to *Jack Barry\**. Otherwise I would join you for the reunion as this is where the best guys and gals in the world gather.

I well know what it takes to organize such a gathering as this reunion will be. It takes an unbelievable amount of work and dedication. I surely hope that ALL HANDS will thoroughly thank Jack Barry, and probably Joyce did more than her share!!!

*\* However, I love each of these guys.*

Warmest regards,  
Eric Pollard

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15 Oct 1996

Dear Mr. Caldwell,

**I would like to extend my appreciation to the VP-45 Association for awarding me the VP-45 Association Scholarship to help further enhance my education and military career. I am looking forward to starting classes that will take me down the road to my nursing career. Thank you for your generosity and support.**

**Stephanie Raleigh  
HM3 VP-45 USN**

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1/30/97

Chuck,

Bob Ashcraft (CAPT USN Ret.) passed away 4 January 1997. He was a Patrol Plane Commander with VP-45 while the squadron was in the Aleutians from April through October during the

Attu and Kiska operations in 1943. Bob and his wife, Judith, attended the last several reunions and will certainly be missed by his shipmates.

We look forward to seeing you in Pensacola.

Erwin H. Johnson

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2/97

Dear Mr. Cory,

Enclosed are my lifetime dues. I'm glad to be a member. As I think about it, I have spent more time in VP-45 than I spent in either high school or college. Now that I am stationed in Italy, it may prove difficult to attend reunions until I return stateside but I was so impressed with the newsletter and the Association in general that I enthusiastically look forward to meeting all the current members at some reunion in the not-too-distant future.

By the way, there are three former *Pelicans* I know of working in the same building I do. I am going to share the newsletter that I was provided and encourage them to join. I have also recently found that the current CO, Ken Deutsch, will join the staff in Italy in June!

Glad to be a part.

Cheers,  
Bill Radomski

(Ed. Note: Thanks, Bill. LCDR Radomski was Training Officer from '85-'89 and Operations Officer from '95-'96.)

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18 Feb 97

Perdido Beach AL

Hi!

The only thing that I can say is Thank You one and all for your thoughts and prayers for me during my sickness. I am over it but it is taking time to get completely back on my feet.

I can walk a little ways by myself without a walker. I am still on oxygen and will be for at least another three months.

My wife told me many times what the people of VP-45 have done for her while we were in Norfolk.

I spent 39 days in ICU plus another 12 days hospitalized before I came back to Pensacola to Baptist Hospital for another 10 days before getting to come home. Slowly I am getting better.

I plan to be at the next reunion so I can thank you all personally. I'll sign off for now.

Wishing you the best.  
Gordon & Phyllis Murray

☺ *It's great to hear from you, and we'll all be looking forward to seeing you in Pensacola.* ☺



## \*\* IN MEMORIAM \*\*

Elmer E. "Buck" Thomas

John E. McCandless

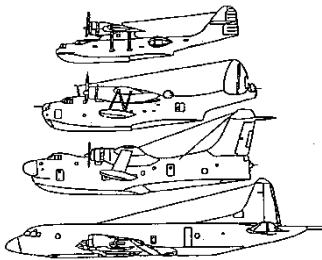
Donald A. Gillham

Edward R. King

Robert L. Ashcraft



## Pelican Tales



### One Flight Two Remembrances

Contributed by Allen McCroskey

There is one flight in a VP-45 P3 that has left two indelible impressions on my mind: One is of a sunset; the other . . . well, read on.

We took off from NAS JAX about 1400 and flew to the Caribbean to work with a submarine, doing the usual things that are done on this type training flight. We had made contact with the sub and were working a pattern at an altitude of about two hundred feet. Our location was about one hundred miles east of Eleuthera, flying in a westerly direction. It was

then about 2000 hours and the sun was setting. This was not just *any* sunset, this was *a SUNSET!* The curvature of the earth, the island between us and the sun, the colors created by the changing light . . . the scene has stayed with me for over thirty years, and the whole experience comes back to me at odd moments and whenever I wish to recall that glorious vision.

Now for the other part of the tale. Sometime about 2130 the PPC decided to let the copilot take over the controls and had the navigator move to the cockpit. The PPC stretched out on the bench behind the pilot and almost immediately began a nap. My position at this time was sitting on the other bench and observing. At about 2200 the PPC raised up very fast and told the pilot to, "Pull Up! We're going to crash!" The PPC was assured we were OK and he lay back down. Within a minute he rose up again and shouted, "Pull up, we're going to fly into the water!!!" He was again reassured we were OK and he resumed his nap. A little while later the PPC took over, we departed station and flew back to JAX. We arrived a short time after 2400. When we got to the hangar we learned a VP-45 P3 had been lost out of Argentia, Newfoundland at about 2200 hours, and there were no survivors.

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### VP-45 Seaplane Ops Ended 19 December 1963

#### The Last Operational Flight

**Jake Tobin** remembers that one of the last VP-45 operational seaplane flights was flown from Bermuda on 19 December 1963. The PPC was Bob Palumbo, Jake was the co-pilot, Mike Levine manned the Nav table, and the Plane Captain was probably Cox, ADR-1.

The *very last* operational flight by a VP-45 seaplane was also the very last operational seaplane flight by any Atlantic Fleet squadron, according to **Don Hill**, who was the PPC. It was flown on 24 December 1963 and was a 7.2 hour patrol from Bermuda.

Don also was the PPC on the *very last* seaplane flight of an Atlantic Fleet squadron. The flight took place on 6 January 1964 and was a 4.1 hour ferry flight from

Bermuda to Weeksville, North Carolina. The aircraft was a P5M-2, LN-5, BuNo 135489. Don reports that the flight was uneventful except for a little rime ice toward the end of the flight. (A picture of Don and LN-5 just before this last launch is contained in one of the scrapbooks displayed at each reunion.)

Don added that VP-45 officially closed down Bermuda operations on 10 January 1964, four days after the last flight. Since there were so few P-5 plane commanders left during the last six weeks, they all got a lot of BDA/JAX/BDA flights transferring squadron material.

*(Ed. Note: Don is employed by Lockheed Martin as International Business Manager. His consideration in taking the time to send his recollections is very much appreciated.)*

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### Last Days in Bermuda

**Jake** also remembers a few other "last" events of that era . . . At a Christmas party all those invited brought the last of their liquor lockers and mixed a VLC (Very Large Cocktail). He remembers pouring some egg nog into some 151 proof rum to spruce it up a bit, only to watch the nog curdle into a ball ☺. . . He also remembers, . . . **Dave Ferrucci**, the senior VP-45 officer present, standing in front of the Base CO's desk on the day the airlift was to leave, trying to explain the Red Darts, painted all over the base the night before, and promising all would be removed before the airlift left — all the while looking past the Captain to the top of his gig, which had a beauty painted on the top of its cabin ☺ ☺ ☺. Ah, those were the days . . . !!!

*(Ed. Note: RADM Tobin recently retired from active duty. His last assignment was COMNAVFORJAPAN.)*

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### The First P-3 Flight for VP- 45

**John Collins** remembers that the first official P-3 flight for VP-45 was flown on Wednesday, 8 January 1964, when BuNo 151351 was accepted at NAS Norfolk and flown to Jacksonville. John, CO of VP-45 at the time, was the PPC and Les Duffield was the co-pilot. The flight took two hours, was flown in solid instruments, landed in pouring rain — and the local

media was all there to capture and record the event ☺.

FROM THE EDITOR'S DESK



Do You Remember Dilbert?



J2F-1 Grumman Duck

Since the Duck was amphibious, one day long ago, the wing commander directed Utility Squadrons VJ-1 and VJ-2 on Ford Island to become familiar with its water-handling characteristics.

Every squadron has its Dilbert, and VJ-1 was no exception. Dilbert fired up, took off and circled to make a wide approach to the Pearl City Channel. With the tower flashing every light it had and yelling on the radio, and those on the seawall jumped up and down and frantically waved their arms, Dilbert landed in the water — with his gear down! This ripped the bottom out of the Duck, which sank like an anchor.

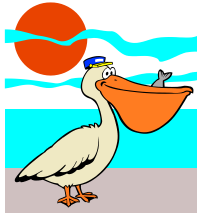
All of the safety equipment was standing by, so they rescued him, chewed him out, dried him off and gave him another J2F to finish his water work (can you imagine that happening today?). This time he did just fine, and everyone scurried to the side of the runway to watch his landing back on the strip.

He made a nice, wide approach, and with the tower flashing every light it had and yelling at him on the radio, while those watching jumped up and down and waved their arms, he landed back on Ford Island — with his gear up. ☺ ☺ ☺

(Ed. Note: This story was lifted from Foundation, the magazine of the Naval

Aviation Museum Foundation, Inc., Pensacola.)

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e-mail, Anyone?

With the advent of the Internet and the access offered by the various member services, such as CompuServe, America Online, Juno and Prodigy, we can now swap lies and other data so fast and conveniently that we have decided to initiate a new roster appendage with members' e-mail addresses. If you would like to be included in this roster section, please send your address to the Editor, or e-mail to Chuck at . . . 76517.70@compuserve.com (or just 76517,70 if you are a CompuServe member). Note the dot between the 7s for internet is replaced by the comma for CompuServe members.

The e-mail list can be found at the end of the membership roster.

Gerald McComb called to say he will sell copies of his VaBch reunion video for \$25.

Chuck Caldwell, Editor



What Is VP International?

All those who know the answer to that question raise your hands.

Well, few know that VPI is not only an institute of higher learning in Virginia but is also a worldwide organization of

VP airmen. The objective of VPI is to Maintain an organization of airmen to foster goodwill and fellowship among long range sub-searching patrol and reconnaissance flyers through the promotion of understanding and recognition of VP operations and of their impact on military aviation. The Headquarters Wing is located in Nova Scotia, Canada, Wings exist in several nations, and Membership is over 4000.

Originally formed in 1966 by Wing Commander Herb Smale at RCAF Station Comox BC as the P-2000 Club, it was open only to those with over 2000 hours in the P2V. On 1 November 1970 (which also happens to be VP-45's birthday) the name was changed to VP International and, according to a letter received from Herb, "Membership is open to all VP aviators who have flown 2000 hours in land-based, long range maritime patrol aircraft." Patrol seaplane flyers qualify as land-based.

For those qualified for membership and who desire to join, the dues are \$15 Canadian. A membership application is available from the Editor (please include an SASE) or by contacting VPI at 14 Wing, Attn: VP International, Canadian Forces Base Greenwood, Greenwood, Nova Scotia, B0P 1N0 Canada. (One ounce mail to Canada costs \$0.52.)

Those in Jacksonville can try contacting German Navy KPTLT Bjorn Malmus in VP-30, who is trying to revitalize an inactive wing there (904) 772-5397).



In The Next Issue

- 1. The Long-Long Taxi. First-hand Accounts.
2. REUNION 1998 in PNS 29 OCT - 1 NOVEMBER
4. Aviation Squadrons — Decommissioned or Disestablished?
5. Change of Command at Adak.

\*TREASURER'S REPORT\*



<b>Beginning Balance</b>	
20 October 1996	\$13,615.07
<b>Income</b>	
Dues and Donations	\$1,278.00
Misc. Income	
Reunion Sales+Raffle	410.00
Interest Income	75.70
<b>TOTAL INCOME</b>	<b>1,763.70</b>
<b>TOTAL CAPITAL</b>	<b>\$ 15,378.77</b>
<b>EXPENSES</b>	
Printing and Postage	\$502.46
Misc. Expenses	
Scholarships	\$ 200.00
Franchise tax rpt	20.00
USN Memorial	2000.00
'96 Reunion Deposit	100.00
<b>TOTAL MISC EXPENSES</b>	<b>2320.00</b>
<b>TOTAL EXPENSES</b>	<b>\$ 2822.46</b>
<b>ENDING BALANCE</b>	
1 MARCH 1997	\$ <u>12,556.31</u>

### Notice of Dues Due

1997 dues of \$10 were due 1 November. An envelope addressed to the Treasurer was included for your use . . . Please use it and keep your membership active ☺!

Many members have mentioned

they missed the (\*) character after the name on the address label, indicating membership is in jeopardy because dues have not been paid.

**S**o . . . If your address label has a *Red Dot* on it instead of the asterisk, this is your last newsletter until your dues are received by the Treasurer.

*Be a PELICAN that stays with the flock!*

K. J. Cory, Treasurer

## PELICANS IN ACTION



from the  
**Skipper's Office**

9 October 1996

From: Commanding Officer  
To: President, PATRON FOUR FIVE Association  
Subj: PATRON FOUR FIVE

### ASSOCIATION SCHOLARSHIP

1. In response to your letter of 10 August 1996, we are proud to have selected AD1 Carl A. Barnes and HM3 Stephanie Raleigh as the recipients of the PATRON FOUR FIVE Association scholarship awards.
2. The following criteria were used in considering applications for the scholarships: Individual initiative, military performance and potential, resourcefulness, desire for higher education, and past academic record.
3. Selection Process
  - a. During July and August a note is published in the Plan of the Day soliciting applicants for the scholarship.
  - b. Each applicant submits a description of their proposed course curriculum for the scholarship along with an academic transcript.
  - c. Selection of recipients is determined by a selection board consisting of Department Heads and the Command Master Chief.
4. Thank you for providing our Sailors with another opportunity to improve themselves through education. Your generosity in helping out fellow *Pelicans* cannot be overstated. Once again your proud Association has proved its dedication to the men and women of VP-45 and today's Navy.

CDR K. W. Deutsch

## The History of the Chief Petty Officer Grade



Chief Petty Officer  
Part Four

*(This history was researched and written by CWO-4 Lester B. Tucker, USN (Retired), and appeared in the Spring/Summer 1993 issue of Pull Together, the Newsletter of the Naval Historical Foundation and the Naval Historical Center. It is reprinted in The Pelican Post by permission.)*

*(CONCLUSION. Continued from Newsletter #18. First installment in NL#16)*

The pay grades of E-8 and E-9, Senior Chief and Master Chief, were created effective June 1, 1958, under a 1958 Amendment to the Career Compensation Act of 1949. Eligibility for promotion to E-8, the Senior Chief level, was restricted to Chiefs (Permanent Appointment) with a minimum of four years in grade and a total of ten years of service. For eleva-

tion from E-7 to Master Chief, E-9, a minimum of six years service as a Chief Petty Officer with a total of 13 years service was required. The E-5 through E-9 levels included all ratings except Teleman and Printer which at the time were being phased out of the naval rating structure. People holding those ratings were absorbed or converted to Yeoman or Radioman

from Teleman and primarily to Lithographer from Printer. Servicewide examinations for outstanding Chiefs were held on August 5, 1958, with the first promotions becoming effective on November 16, 1958. A few months later, a second group of Chiefs from the February 1959 examinations were elevated to E-8 and E-9 effective on May 16, 1959. The names of the first two groups of selectees are listed in Bureau of Naval Personnel Notices 1430 of October 17, 1958, and May 20, 1959. It is noted that after the May 1959 elevations, promotions to E-9 were through Senior Chief only.

On July 1, 1965, compression of several ratings at the two top grades was enforced. Six new rating titles were created: Master Chief Steam Propulsionman, Master Chief Aircraft Maintenceman, Master Chief Avionics Technician, Master Chief Precision Instrumentman, Master Chief Constructionman and Master Chief Equipmentman.

Conversely, about four years later, on February 15, 1969, some expansion at the Senior and Master Chief grades eliminated Master Chief Steam Propulsionman. Expanded rates included Master and Senior Chief Torpedoman's Mate, Quartermaster, and Storekeeper. Seven ratings were reestablished at the E-8 and E-9 grades, presenting the opportunity for Chiefs to again advance within their specialty to E-9. The seven affected ratings were Signalman, Mineman, Aircrew Survival Equipmentman, Aviation Storekeeper, Aviation Maintenance Administrationman, and Boiler Technician.

The only recent rating change that has had a substantial effect on the Chief Petty Officer community occurred on January 1, 1991, when three ratings were merged into one. Antisubmarine Warfare Technician, Aviation Fire Control Technician, and Aviation Electronics Technician ratings at the E-3 (apprenticeship) and E-4 through the E-8 petty officer grades were merged into the single rating of Aviation Electronics Technician. At the same time, the rating of Avionics Maintenance Technician (E-9 only) remained as the normal path of advancement from the rates of Senior Chief Aviation Electronics Technician and Senior Chief Aviation Electrician's Mate.

The current number of ratings of Chief Petty Officers falls far short of the number listed at the end of World War II, which then totaled 207 different rating titles. At the present time there are 81 rating titles that apply to Chief Petty Officers, 80 titles for Senior Chiefs, and 69 rating titles for Master Chiefs.

Only two ratings have remained in continuous use since 1797—Boatswain's Mate and Gunner's Mate. The services of all senior enlisted personnel, past, present and future, are recognized in their centennial year, aptly marked by the theme, "One Hundred Years of Leadership."

**\*\* About the author of this series:**

*CWO-4 Lester B. Tucker, USN (Retired), enlisted in the Navy in 1939. For the next 27 years he served as Gunner's Mate Third Class, Aviation Ordnanceman Third Class, Aviation Chief Ordnanceman, and Warrant Gunner (Aviation). Since 1974, he has conducted extensive research on the history of U.S. Navy ratings from the Revolutionary War to the present for a multi-volume series on that topic.*

Sources: Information contained in this article was collected over several years from Navy Regulations General Orders, NAVEDTRA, BUPERS Manuals and Notices, ALNAV Bulletins and other sources.

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## One Hundred Years of Leadership

A message from Chief of Naval Operations Admiral Frank B. Kelso II on the 100th anniversary of the creation of the rank of Chief Petty Officer:

*In the United States Navy, the title 'Chief Petty Officer' carries with it responsibilities and privileges no other armed force in the world grants enlisted people. These responsibilities and privileges exist because, for 100 years, Chiefs have routinely sought out greater challenges and assumed more responsibility.*

*The example set by Chiefs for the last century inspires our young men and women of today. Indeed, what Americans see in our impressive young sailors is the tradition of devotion and dedication the first Chiefs established with their sacrifices and valor.*

*In large measure they have not only ensured my success, but the success of every person who has served in our Navy. I encourage each of you to mark this significant anniversary with appropriate ceremonies to show our respect, admiration, and appreciation for those who have served our Navy as Chief Petty Officers.*

*Their successors, today's Chief Petty Officers, are no less dedicated. They prove their worth every day and continue to meet great challenges and endure adversity to protect our nation's interests.*

*My challenge to Chief Petty Officers of the 21st Century is to reaffirm the commitment to faith and fellowship that have allowed their comrades-in-arms before them to wear 'the hat' with tremendous pride.*

*April 1 marks the 100th anniversary of Chief Petty Officers in our Navy. It is my great privilege to salute the Chief Petty Officers of the past, present, and future.*

**This concludes the Series**



### PATRON FOUR-FIVE COMMAND MASTER CHIEF

#### **R. D. ROGERS, AWCM**

**Robert D. Rogers** began his naval career in April 1969 with his enlistment in the Delayed Entry Program. In May he reported to boot camp in Orlando, Florida from Troy, Alabama. After attending AW(A) School at NATTC Memphis, he served his first duty assignment with the Shamrocks of Helicopter Squadron SEVEN at NAS Quonset Point, Rhode Island, as a search and rescue swimmer and Sonar Operator in the SH-3D helicopter. He made a six month deployment to the Mediterranean and a ten month deployment off the coast of Vietnam aboard **USS SARATOGA (CV-60)**.

At the completion of his first tour he joined the Reserves of HS- 75 in South Weymouth, Massachusetts. In August 1976, he



entered active duty with Helicopter Squadron SEVEN once again; where he made another Mediterranean deployment. At the completion off the two year tour he received orders to the Helicopter Squadron ONE Seahorses as an Aircrew Instructor.

In August of 1981, Rogers reported to the Nightdippers of Helicopter Squadron FIVE. While there he deployed aboard the **USS DWIGHT D. EISENHOWER (CV-69)** which stood off the coast of Beirut, Lebanon during the marine barracks attack. He received his Associate of Arts Degree and was advanced to Chief Petty Officer during this tour. At the completion of his HS-5 tour he returned once again to Helicopter Squadron ONE as an Instructor and CNAL NATOPS Evaluator. During this tour he received his Bachelors degree and was advanced to Senior Chief Petty Officer. In September 1987, Chief Rogers was detailed to report to the Batcave of Patrol Squadron TWENTY-FOUR via training in VP-30 While in VP-24 he deployed to Bermuda and Sigonella, Sicily where he served as Operations Leading Chief Petty Officer. In September 1989, he was advanced to Master Chief Petty Officer and transferred to Patrol Squadron THIRTY. While there, he served as Training Department Leading Chief Petty Officer, Command Master Chief for six months and manpower coordinator for the consolidation to a single-site training command. He became a member of the Pelican Team in March, 1994, where he serves as Command Master Chief.

Master Chief Rogers' personal awards and ribbons include the Meritorious Service Medal, Navy Achievement Medal with three gold stars, Navy Unit Commendation, Meritorious Unit Commendation with bronze star, three Battle E awards, Good Conduct with four bronze stars, Navy Expeditionary Medal, National Defense Service Medal with bronze star, Vietnam Service Medal, Sea Service Deployment Ribbon with four bronze stars, Coast Guard Special Operations Ribbon and Republic of Vietnam Campaign Medal.

*(Ed. Note: This career history from the VP-45 Change of Command Brochure.)*

## Virginia Beach Reunion Was A Big Success

As those who attended the reunion in Virginia Beach well remember, the latest Association reunion was a resounding success. There were members from 38 states, plankowners from both the PBY and PBM squadrons, and eight former Commanding Officers in attendance. The hotel, Virginia Beach Resort and Convention Center, was by far the most cooperative host we have ever had, provided exceptional service and the rooms were outstanding. The weather was perfect (it only rained on Saturday and didn't affect the *Spirit of Norfolk* cruise).

All events went as scheduled and all hands were well advised of times and places well in advance. The tour of Naval Station Norfolk had to be scrubbed when a USMC VLT (Very Large Truck) tried to assume the same space as the tail end of one of the trolleys used to transport our members on the tour, which included visiting **USS Kearsarge (LHD 3)**. The trolley driver was cited for a traffic violation. ☹

The Ready Room was large and spacious, and provided enough room for all who paused for a chat or refreshment. In the RR, John Pavlick set up shop, displayed and sold many articles from the squadron that were arranged for and provided by Will Moore from Jacksonville. By adding a small surcharge, the As-

sociation earned \$266. In addition to the sales, John arranged for a 50/50 raffle (50% for prizes - 50% for the Assn.) and earned another \$87 for the Treasury. ☺

Both distinguished guests invited to speak at the banquet did so, and were extremely well received by the members. Admiral Semko and his wife, Dot, and Commander Deutsch and his wife, Kay, expressed their delight at being invited. Both officers made excellent presentations, which are included below for all to read, and stayed long after the event to answer questions and socialize with members in the Ready Room.

The Reunion Committee members were: Jack and Joyce Barry; Frank and Anne Agnew; Bill and Sally Eaton; Joe and Ruthe Stein; and Bill Stevens. These, and several other, hard-working folks really did a tremendous job which was truly appreciated by all who attended the reunion. **BRAVO ZULU!**



## RADM PAUL S. SEMKO, USN COMPATWINGSLANT ADDRESSED THE REUNION GATHERING

"Mayor Oberndorf, Admiral Tobin, Mr Carlson, Mr Barry, distinguished ladies and gentlemen, good evening and thanks for asking Dot and me to join you - it is a real honor to be here. I've gotta tell ya that I've declared myself an Honorary Pelican since I noticed in the squadron history that it was once VP-5 back in 1946 and since I was the CO of VP-5 at one time, I'm in there! Another thing that I'll tell you is that since my wife is here tonight, I can guarantee you I won't talk for too long. About two years ago, Dot accompanied me to Corpus Christi, Texas where I was the guest speaker at a change of command ceremony. After the change of command, people were standing around the hangar deck and Dot was talking with some of the wives when a young lieutenant walked up to the group and said, "Do you believe how long that old wind bag talked?" Dot said, "Excuse me, lieutenant, do you know who I am?" The lieutenant said, "No, I don't." And Dot said, "Well, I happen to be married to that old wind bag!" And the lieutenant, completely unruffled said, "Well, do you know who I am?" And Dot said, "No, I don't." And the lieutenant bolted!

So, I'll try not to be an old wind bag tonight!

Rather, I thought I'd spend some time talking about a subject near and dear to all of us -- Patrol Aviation. As I read through the history of VP-45, I was struck by the similarities of places the squadron went as Patrol Squadron 205 and the things they did from their homeport here in Norfolk and deployed to San Juan in the Caribbean compared to those places and things that squadrons have done in my career. Anybody here from the original 205 and that 1942 deployment? The squadron then ended up in the Pacific at the end of 1944 deploying from Kanehoe and flying out of Saipan, Okinawa and Japan, flying ASW, surveillance and SAR missions. I've flown out of many of the same places doing nearly the same missions. It wasn't in the "flying boats" that many of you had the rich experience of flying, but I

have made some heavyweight takeoffs using water alcohol injection in P-3A's - not many guys left on active duty who've done that.

My point is that the value of maritime patrol aviation has never wavered during anytime in our lifetime - nor will it. Recently, since the demise of the Soviet Union and end of the Cold War, we have been accused of "inventing missions." As "ASW heroes" against front line Soviet submarines, VP aviators came to be known solely for these skills. Since we have embarked, and rightly so, on our "Forward... From the Sea" strategy which is steeped in littoral warfare, P-3 crews have become more focused on traditional surveillance missions. As Ken Deutsch pointed out, we are doing that mission with even more sophisticated sensors, communications networks as well as command and control systems. For all of you here, flying close to the beach and carrying weapons is not news. We have flown in harm's way before and we have fired "forward firing" weaponry - 5 inch rockets and Bullpup even in my day before we started carrying Maverick. You know, that's one of the advantages of getting older - you can be a part of history and, hopefully, remember it!

Reminds me of the more mature gentleman, about 65, that went in for a check up and the doctor said, "Good news - you're as fit as a fiddle. You must come from good stock. How old was your father when he passed away?" "Who said he's dead?" said the old fellow. "He's still alive?" says the doctor. "He's 85 and going strong," says the patient. "Well that's terrific!" says the doctor. "Your family obviously has strong genes. When did your grandfather pass on?" asks the doctor. "Who said he's gone?" says the old fella. "He's 104 and getting married next week" "104 and getting married, why would he want to do that?" asks the doctor. "Who said he wanted to?" says the old guy.

One of the challenges of being a multi-mission platform is having the right skills sharp at the right time. As east coast VP has transitioned to six deploying squadrons with two forward deployed at all times, the variety of missions is at an all time high. The squadron in Sigonella is predominantly tasked with Adriatic operations in support of IFOR in Bosnia. As Ken said, they're using optics systems, imagery and communications equipment in aircraft that have self defense systems (foamed fuel tanks, chaff, radar warning receivers) and that are carrying live Maverick missiles. These same P-3C UDIII aircraft have the finest airborne ASW suite of any aircraft, anywhere in the world. They continue to be forward deployed to Keflavik, Iceland, conducting real world ASW missions very similar to those flown during the Cold War, albeit with a reduced frequency. Our problem is that we don't have enough of these sophisticated, front-line aircraft. Budgetarily, we are trying to buy twelve anti-surface warfare improvement programs or AIP aircraft packages per year. It is the largest non-procurement program in the naval aviation budget and is one of the cornerstones of our future. It will give us the right number of the right kind of aircraft to keep the VP community preeminent into the future.

Additionally, we continue to bring counter drug unit or CDU aircraft on line to help fight the "war on drugs" in the Caribbean. We will wire eighteen P-3C aircraft and buy nine sets of roll-on, roll-off equipment which includes the F-16 air-to-air radar, an optics suite and a communications intelligence package. This

upgrade will be completed this year and we plan to keep five of the aircraft full time in the Caribbean. About two thirds of the squadron that has aircraft and personnel in the Iceland is split into three primary places in the Caribbean: Roosevelt Roads, Howard Air Force Base in Panama, and Soto Cano, Honduras. They are making a significant contribution in slowing down the flow of drugs coming out of South America. Needless to say, this split deployment has numerous challenges that our sailors are doing a magnificent job in managing.

Surveillance missions, antisurface warfare, over the beach reconnaissance, special operations support, ASW, mining, counter narcotics, search and rescue - the whole host of maritime patrol missions - remain very much on our screen and our crews are doing them all very well.

Having an aging airframe with a dynamite avionics mission suite wouldn't make much sense if the aircraft started falling apart. Don't forget, we started flying the P-3 in the early 1960's and we went right past two attempts to upgrade the airframe - P-7 collapsed in 1989 and the update IV program fell apart a few years later. In order to keep the airplanes safely flyable, the sustained reliability program or SRP is fully funded and will progressively work through the entire P-3C inventory refurbishing high fatigue areas; the wings, leading edges, engine mounts, tail, etc. Additionally, a service life extension program or SLEP is planned to begin two years after we take one of the SRP aircraft and crush it - this is the service life assessment program, or SLAP, and it will tell us how much service life we really have in the airplanes, how much SLEP we need and when we'll really need a follow on aircraft. Most models predict that we'll need a new airplane around the year 2015 and in the major procurement business, that means we're about two years away from having some kind of plan in the navy program for future funding.

Our CNO, Admiral Jay Johnson, has been describing his vision of the US Navy as a constellation of four stars. The future of maritime patrol aviation can be described in similar terms:

- ◆ First, Operational Primacy. I have related several of the technological upgrades that are coming in the next several years to maintain VP at the top of each war fighting C-in-C's "gotta have" list. Believe me, they love us and they love what our crews and our aircraft bring to the table. We are the leaders in naval aviation training and have terrific programs in place to ensure we have well-trained crews to operate this wonderful equipment.
- ◆ Secondly, Leadership. Every place I go, I hear from senior officers in other communities about how great our officer corps performs when they serve outside of VP (aboard carriers, on staffs, or wherever). We have another three star VP flag officer now, VADM Dan Oliver who is our chief of naval personnel. Another P-3 guy, RADM Orb Ryan, is the navy's chief of legislative affairs and a key member of the navy's senior leadership. We have the vision and enthusiasm to be successful well into the future - guys like Ken Deutsch and others just like him are prime examples of that!
- ◆ Third is Teamwork. When you look at the way we deploy - no longer full squadrons in one area, but rather multiple detachment sites - and the rigors of the at-home cycle, VP squadrons have got to exhibit extraordinary

teamwork to be successful. In addition, everyone is making a big deal about reserve integration. In VP, we are walking the walk. VP reserve forces are fully integrated with our force employment schedule and provide two crews and two aircraft 365 days a year. We are definitely team players.

- ◆ And lastly, but like the rest of the Navy, most importantly is our Pride. You'd be hard-pressed to find a VP sailor of any rank who's not proud of the mission they perform and the job they do. Quality of life in VP squadrons remains high and VP duty is still much sought after. We definitely have a great deal of which to be proud.

But the real reason that our navy and the VP community remains so strong, I know, is no surprise to any of you - is the people. From the youngest sailors to the veterans, enlisted and officers, chiefs and warrant officers - unbelievable talent with unbelievable commitment. Of course, that is what caused all of you to love it when you were on active duty and it is what continues to bring you back together. The bonds of service and in particular the bonds of aviation service are strong and long lasting. Nothing has changed in that regard.

In summary, I think we are continuing the legacy of maritime patrol aviation - the legacy that all of you worked so hard to establish. I see it as a great place to be with a wonderful future and marvelous utility. You can be justifiably proud of your heritage, just as we are proud to continue it.

As my good friend Jay Beasley, who many of you may remember, used to say, "There are three stages in life; youth, middle age, and you're looking good!" I look forward to looking as good as all of you. Thanks again for having me."



**CDR KENNETH DEUTSCH, USN  
VP-45 COMMANDING OFFICER  
ADDRESSED THE REUNION GATHERING**

"Ladies and gentlemen, Admiral Tobin, Admiral Semko, the Admiral's lovely and dear wife, Dot, Jack Barry, and all those who put together this tremendous event, the elected officials of the Patron Four Five Association, and all the distinguished alumni of the finest squadron America ever fielded, I, and my wife, Kay, thank you for the honor of sharing this evening with you.

As a child, I watched and read with fascination the accounts of the exploits of our armed forces. I grew up in awe of those who took the field of combat in support of our country and the ideals for which she stood. Today, as the Commanding Officer of the Pelicans, I am here tonight to not only join you in reunion, but to also salute you. For tonight, I am extremely honored to join this gathering of true American heroes, the sailors, and their spouses, who fought the wars of their nation, the veterans of World War II, the Korean War, the Vet Nam War, the innumerable brushfires which can kill and maim all too like the declared wars, and the veterans of the Cold War, which brought freedom and prosperity to millions of oppressed and downtrod-

den. Kay and I are truly honored to be in your company, and are grateful for the opportunity to share with you what your legacy, the men and women of today's Pelican's Nest, are all about. as newly enrolled members of the Patron Four Five Association, Kay and I look forward to a long and joyous relationship.

But to thank you for your special contributions to our country is not the only reason we are here Tonight. frankly, you didn't come here to listen to some upstart C.O. talk about how thrilled he and his wife are to be a part of your illustrious crowd - especially since I look older than half of you! You came here to have a good time, get reacquainted with old friends, and perhaps revisit some memories. Come to think of it, I think Jack Barry was afraid I might rain on this function's sunshine when he invited me. As a matter of fact, when I called Jack up and told him I could make the reunion, he seemed quite pleased until we started to discuss what I should speak about. Jack wanted me to talk about the Pelican's activities over the past year. I suggested to Jack that I could give our post deployment brief to the audience, the one that we had just briefed to Admiral Semko. At that moment, he seemed to regret inviting me. Truth be told, I believe Admiral Semko regretted the brief also, so Jack is in good company. Sensing his reluctance to let me ruin his reunion, I asked if maybe you all would like to see some slides, or at least a video, of what VP-45 had just accomplished. Jack, representing you very well, said, "No, you have ten minutes max, and then it's on to the Admiral," which I took very well, knowing it's always better to precede an Admiral rather than follow him, especially if he's your boss, and especially if the crowd has had a cocktail hour under its belt. At any rate, I will keep this short, and hopefully impart upon you some idea of what the Pelicans have accomplished over the past year. I'm darn sure proud of them, and I think you would be also.

To start with, let me tell you what the Pelicans are made up of now days. We have about 360 personnel, roughly 70 officers, and 290 enlisted. of those, about 25% are female, including four female flightcrewmembers, all of whom are at the top of their competitive category. We own nine P-3c aircraft, of which only one, our Beartrap airplane, was produced after 1972. That's right, like the B-52's of old, we now have pilots that are younger than the airplanes they are flying. Nonetheless, the aircraft have been well-taken care of, and have received near constant modifications, so that as of today, they are the most capable maritime patrol aircraft in the world. To illustrate, I just returned two days ago from a detachment to Ecuador where we participated in exercise UNITAS 96. Many of you have participated in previous UNITAS exercises and know how hard it is to track the diesel submarines in those difficult waters. Yet, on every flight, we had the measure of not only the modern Ecuadorian diesels, which were built by Germany in the 1980's, but also the participating US nuclear submarine. The P-3cUDIII is truly the finest air ASW platform in the world, bar none, and today's VP sailor is the best in the world.

But that is not all there is to our community, as our most recent deployment, from which we returned in September, illustrates. During the four month deployment to Sigonella, Sicily, we flew over 3000 hours - about the same rate squadrons flew during the height of the Cold War. That brought our 18 month total to over 6000 flight hours. We detached to Spain, Copenhagen, Romania, Gibraltar, Tunisia and Israel. We successfully prosecuted five US submarines and 11 allied submarines. To il-

lustrate how the world order has changed, we flew in an exercise in the Baltic Sea with units from many of our former Warsaw Pact enemies, like Russia, Poland, Lithuania, Latvia and Estonia. A highlight was flying on a Polish Kilo Class diesel submarine, built in Russia, and a Swedish diesel submarine, all on the same flight, in the Baltic, which up to just recently was completely off limits to our aircrews. Times have really changed. One more illustration - during our deployment, about the only former Soviet Union naval units in the Mediterranean were Ukrainian and Russian Krivak Class frigates heading for exercises with US units in Norfolk or the celebration of the Russian navy's 300th birthday in St. Petersburg. When each ship entered the Med via the Bosphorous, we flew out to greet them, asked if they would like to conduct any mutual training exercises, and then wished them a safe voyage. The times, they are a changing.

Of the most interest to our flight crews, however, were the operations we conducted in support of Operations Sharp Guard, Decisive Endeavor, and the Bosnian Peace Implementation Force, or IFOR as they are more commonly known. To that end, we flew around the clock missions in the Adriatic, enforcing a UN embargo against heavy weapons heading for the former warring factions. Of much greater excitement for the flight crews, however, were the missions we flew conducting tactical reconnaissance overland in Bosnia. During these missions we would fly over the Bosnian countryside for six hours each and every day, weather permitting, using our sophisticated electro-optical surveillance gear to monitor compliance with the Dayton Peace Accords and provide tactical reconnaissance for the IFOR troops on the ground. This is an incredibly exciting mission, one which taxed us to the fullest while we were training for it, and then kept us on the edge, both flyers and maintainers, meeting the flight schedule each and every day. It is an extremely high visibility mission, with a lot on the line, not the least of which is the flight crew's lives, as the airspace over Bosnia is declared an imminent danger zone. At any rate, it was viewed by many as our most important mission area, and I am happy to say that our bosses in the theater declared we had accomplished our mission better than any squadron in the past 3 years.

So the deployment was a resounding success. What else have we done in the past 12 months? The Pelicans have flown to several South American countries to participate in UNITAS, operated with carrier battle groups out of Norfolk and Roosevelt Roads, Puerto Rico - something the Pelicans, in particular, are very good at and very proud of. We shot a Maverick missile, which is truly a marvelous weapon to have and something that would have made us a force to be reckoned with in the gulf war. We dropped 14 practice torpedoes, 24 cluster bombs (also on the weapons range), countless general purpose bombs, one Harpoon antishipping missile, and dropped a whole bunch of sonobuoys.

Along the way, we recorded a 95.8 per cent sortie completion rate. So much for old birds, right? And we reenlisted 78% of our first term sailors and 90% of our second term sailors. We had eight sailors make Chief Petty Officer, two make Senior Chief and one make Master Chief. It's these people who made the past 12 months all happen in true Pelican style, and it's these sailors who allowed us to record our 27th year of accident free flying, logging over 177,000 hours without losing an aircraft or a sailor. All in all, it's been a great year, even by Pelican stand-

ards. But, as you are aware, you can never rest on your laurels - you have to move on and move up or you will be passed by those behind you. To that end, we are deeply involved in training for our next deployment, also to Sigonella, in August of next year. I promise to keep you informed of our comings and goings.

In the meantime, and in closing, let me say that we are proud to be Pelicans, as you are, and that the men and women of Patrol Squadron FORTY-FIVE salute you. thank you."

*Commander Kenneth William Deutsch is a native of Burlington, Illinois. He attended Illinois State University, graduating in June 1978, and received his commission in August 1978 through the Aviation Reserve Officer Candidate (AVROC) Program. In July 1979, Commander Deutsch was designated a Naval Flight Officer.*

*In February of 1980, Commander Deutsch joined Patrol Squadron SIXTEEN and completed deployments to Sigonella, Sicily; Bermuda/Cubi Point, Republic of the Philippines, and Rota, Spain Lajes, Azores*

*Commander Deutsch reported in July 1983 to Patrol Squadron THIRTY, the Fleet Replacement Squadron, where he served as Communications Officer, Tactical Training Team (TTT) Instructor, and NFO Training Officer*

*In July 1986, Commander Deutsch reported to Commander, Battle Force Seventh Fleet/Commander, Carrier Group FIVE, homeported in Cubi Point, Republic of the Philippines, where he served as Flag Secretary and Flag Lieutenant. While onboard the staff, he qualified as Flag Tactical Action Officer and served on several flagships, including USS MIDWAY (CV 41) and USS RANGER (CV 61). In September 1987, the Carrier Group FIVE staff became the first Joint Task Force Middle East staff on which Commander Deutsch served as Flag Lieutenant for the Commander, completing a six month deployment to the Arabian Gulf and the Indian Ocean onboard USS LONG BEACH (CGN 9) and USS IOWA (BB 61) during the Iran/Iraq War and Operation Earnest Will.*

*Following the tour in the Philippines, he was assigned in August 1988 to the Bureau of Naval Personnel in Washington, DC where he served as the VP Shore, and then Sea, Detailer in the Aviation Assignment Branch.*

*In November 1990, Commander Deutsch joined Patrol Squadron FIVE (VP-5) where he served as Assistant Maintenance Officer and Maintenance Officer, completing a Rota-Lajes deployment. Upon completion of this tour in February 1992, he reported to Patrol Wing ELEVEN CPW-11 where he served as Operations Officer until January 1994.*

*Commander Deutsch reported to Patrol Squadron TWENTY-FOUR (VP-24) in May 1994 as the Executive Offer until their disestablishment. In April 1995, he reported as the Executive Officer of Patrol Squadron FORTY-FIVE (VP-45) and in April 1996 became the Commanding Officer. His awards include the Navy and Marine Corps Overseas Service Ribbon, Sea Service Deployment Ribbon (6), National Defense Service Medal (2), Southwest Asia Service Medal (with Bronze Star), Joint Meritorious Unit Award, U.S. Coast Guard Meritorious Unit Commendation, Navy Achievement Medal (2), Navy Commendation Medal (4), and the Meritorious Service Medal.*

*The son of Mr. and Mrs. Roman A. Deutsch of Burlington, Illinois, Commander Deutsch is married to the former Kay Lynn Thompson of Elgin, Illinois and they have two children, Kyle and Kaitlyn*





Any and all of your accounts about experiences in VP-45 are needed. Just write them down and send to the Editor!!! Only YOU can make it happen. Your contribution to our archives is important!!!

**Does anyone remember the first PBM flight by VP-205 or the first PBY flight by VP-45?  
How about the last PBM flight by VP-45 from Coco Solo — or last PBY flight from Belem? (Even if it wasn't THE last or first one, we'll swear it was until proven wrong.)☺**

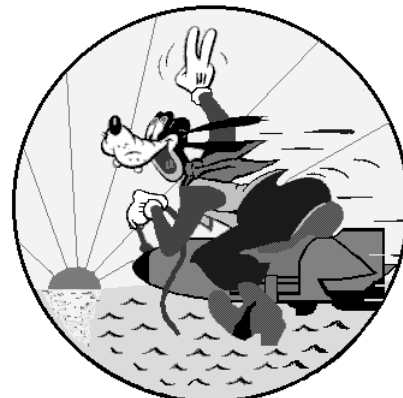


**I have a spelling checker,  
It came with my PC.  
It plainly marks four my revue  
Mistakes I cannot sea.  
I've run this poem threw it,  
I'm sure your please to no,  
Its letter perfect in it's weigh,  
My checker tolled me sew!**

**Fair Skies . . .Chuck**



Established 1 Nov 1942



VP - 45 (PBY)  
1943 - 45

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# THE PELICAN POST OF PATRON FOUR-FIVE ASSOCIATION

President  
Vice President  
Treasurer  
Secretary/Newsletter Editor

Hank Gorman  
Tom Golder  
Ken Cory  
Chuck Caldwell

Newsletter #20

October 1997

## PLEASE READ THIS

ALL HANDS: Dues are \$10 per year 11/1 to 11/1 (\$40 for five years and \$100 for life). **Annual dues are therefore due and payable for those who have a dues envelope addressed to the Treasurer included with this newsletter.** Roster and e-mail addendums are included for members only. If you change your address please inform the Editor so we will be spared the charge the postal service makes for each correction notice. If this edition is forwarded to you by the postal service, we will automatically receive your new address and be charged for the service.



## PRESIDENT'S MESSAGE

Hank Sez . . .



I had the pleasure of attending the Change of Command ceremony in Jacksonville March 28 when Commander Jerry Hyde relieved Commander Ken Deutsch. The ceremony was very well done and equaled anything the Academy Awards people could produce. The event was preceded by a reception in one of the meeting rooms in the hangar. The hangar itself was quite impressive and provided just about anything you could want. I could not help comparing it with the facilities available to squadrons I had served in years ago and really felt envious.

The ceremony began with commanding officers of the various VP activities in the area being "piped aboard" as they crossed the Quarterdeck area. This was followed with "Ruffles and Flourishes" by the Navy Jacksonville Band as Rear Admiral Semko, Commander Patrol Wings Atlantic, was piped aboard. The official party was seated on a raised platform with a large American flag as a backdrop. Behind the audience seating was the skippers aircraft. After Commander Hyde read his orders, the name on the pilot's side of the aircraft was changed to show the new skipper's name. After the ceremony, a



CDR Hyde      Hank      CDR Deutsch

large cake was cut by the outgoing and incoming skippers. The cake and refreshments were then served to the attendees.

I came away from the ceremony with the feeling that this group of officers and enlisted personnel are a sharp group of people. Being a nosy and curious type of guy, I poked into workspaces, asked numerous questions, and generally did an informal version of an Admin/Material inspection. They passed with flying colors and are carrying on with the same dedication and professionalism the squadron has always exhibited.

Regards,

Hank Gorman

513 Greenaway Drive, North Palm Beach FL 33408-3719

## From The VEEP

### Look for new members!

Any organization needs new members to keep the outfit alive and going. I know we could come up with a bunch of new members if we each took a minute and thought of a squadron mate that is not on the roster. Call or drop him a line and tell him about our Association OR..give us the name and address when you send in your dues and we will contact him in your name. I have two names in mind right now.

See you at the reunion!

Tom Golder



## Notes From All Over



## Aviation Squadron Lineage

The lineage and history of U.S. Naval Aviation squadrons has been a source of confusion since the birth of naval aviation in 1911. Much of this con-

fusion arose from the terminology used by the Navy, the lack of a consistent policy in selecting the alphanumeric designations for squadrons, and the many establishments, redesignations and disestablishments of aviation squadrons.

*When dealing with a squadron's lineage, the only correct terms to use are establishment, disestablishment and redesignation.* The terms commissioning and establishment have been used interchangeably for years and that is incorrect. Only ships are commissioned, decommissioned and receive commissioning pennants. Squadrons have establishment and disestablishment ceremonies.

A unit's history and lineage begins when it is established and ends at the time it is disestablished. Determining a squadron's *family tree* may seem cut and dried, but that is not the case. A squadron may undergo numerous redesignations during the period between its establishment and disestablishment. A newly established squadron bearing the same designation of a unit that had previously existed may carry on the traditions of the old organization but it cannot claim the history of lineage of the previous unit. The same is true of United States naval ships and, thus, the rationale for such a policy becomes apparent. For example, USS Ranger (CV-61), the seventh ship

to bear the name, may carry on the traditions of the previous six ships. Ranger (CV-61) is obviously not the same Continental Navy ship commanded by Captain John Paul Jones during the War of Independence. The history of USS Ranger (CV-61) begins with its commissioning date, not with the commissioning date of the first Ranger.

There have been, to the best information available, three separate units that have been designated VP 45. The first had only a six month lifespan when, on 1 July 1939 at Pearl Harbor, Patrol Squadron Twenty-One was redesignated Forty-Five, and then on 1 December 1939 was redesignated Fourteen. The Commanding Officer of all three was Frederick Mackay Trapnell (USNA '23) who retired in 1952 as Vice Admiral. His squadron tour was two years.

The next squadron to be designated VP-45 was the PBY unit from NAS Seattle that was deployed as the first squadron at Attu in the 1943 Aleutian campaign of World War II. Its first Commanding Officer was LT Robert L. Donley, a member of our Association. The PBY squadron history was chronicled in *Pelican Post* Number Nine, and we intend more historical data about that in later *Pelican Post* issues. The official war diary of this unit is on file in our Association archives and is included in a scrapbook on display at all reun-

ions. This VP-45 was established 10 March 1943 at Seattle and was disestablished 9 June 1945 at Norfolk after returning from duty patrolling Atlantic waters from Brazil to Ascension Island, according to official Navy records.

The currently active VP-45 was originally established as Patrol Squadron Two Zero Five (VP-205) on 1 November 1942 at NAS Norfolk, and was assigned PBM type aircraft. The lineage below shows the evolution to VP-45:

VP - 205 Established 1 November 1942  
VP - 205 Redesignated VPB - 205 1 October 1944  
VPB - 205 Redesignated VP - 205 15 May 1946  
VP - 205 Redesignated VP - MS - 5 15 November 1946  
VP - MS - 5 Redesignated VP - 45 1 September 1948

Our Association also has a copy of this unit's war diary in the archives. It hasn't been displayed at reunions due to its size, but a considerable amount of historical data has been published in issues of *The Pelican Post*.

A unit's history and lineage begins when it is established and ends at the time it is disestablished. Designations, like ship's names, are reused but, if there is a break in the active status of the unit and its designation, there is no connection between the units bearing the same designation. Even though the same squadron insignia may be also used by a new unit, with official approval, this does not confer upon the new squadron the previous squadron's history and lineage. So, a squadron's history and lineage covers only the period during which a unit is officially declared active (established by CNO), has personnel assigned to it, and is listed in the Naval Aeronautical Organization. When a squadron is disestablished, its history and lineage ends. If a squadron is redesignated

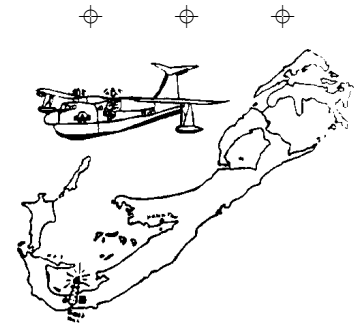
while it is active, the lineage and history are carried on by the newly redesignated squadron—as noted above for the currently active VP-45.

The squadron insignias (patches) of the various VP-45s have not been adopted by others. There may have been an insignia for the first VP-45 in 1939 but no official or unofficial evidence has been found. The PBY VP-45 of 1943 - 45 submitted a proposed drawing to Walt Disney in 1943. Disney reworked the design and produced the one shown in the masthead of this *Pelican Post*. When VP-205 was stationed at Trinidad, just before being transferred from the Atlantic area of operations, an unofficial insignia was proposed similar to the one shown above in the masthead. Before it could be officially submitted, the squadron was transferred to the Pacific area of the war and a similar insignia was proposed showing a red ball on the submarine conning tower in place of the German swastika. The end of hostilities occurred before the later was officially submitted, so the squadron went to Norfolk and then Bermuda without an official insignia. We use a combination of both, with the original conning tower, because that was the original idea.

The *official VP-45 squadron insignia* used in our masthead was officially approved by CNO letter serial 728P05 of 1 December 1955. This design has been modified and used in various ways over the years but the basic design remains; the Pelican with ordnance, the submarine periscope, and the sky and ocean. A black-and-white as well as a color negative of the officially approved insignia is in the

Association archive files. An attempt was once made to change the insignia but CNO rejected the design, so the Pelican has withstood the test of time and attempted change.

(Parts of this article are from NavAirNews)



## VP-49 Reunion

Bob Griffin has organized a reunion of VP-49 pilots who were in the squadron, or were support officers, while it was homeported in Bermuda 1949 – 1963 (give or take a few years). The dates are November 14 and 15, 1997, and will be headquartered at the Perdido Beach Resort in Orange Beach, Alabama (near Pensacola).

This is a one-time reunion (so far) and if you are interested in any particulars, contact Big Woodpecker Bob at (847) 381-3424 or <seminole52@aol.com>.



## And VP-21 Has One Too

April 16 – 19, 1998 in Pensacola. Contact Don Sweet at 135 Woodland Avenue, Ridgewood NJ 07450-3023. E-mail at <sweet-sun@aol.com>.



## Playing Chicken at Sea?



The following is a transcript of transmissions between two radio stations that was (supposedly) ☺ released by the Department of the Navy in October '95:

Station #1 — Please divert your course 15° to the north to avoid collision.

Station #2 — Recommend you divert YOUR course 5° to the south to avoid collision.

Station #1 — This is the captain of a U.S. Navy ship. I say *again*, divert YOUR course.

Station #2 — No. Recommend you divert **YOUR** course.

Station #1 — This is the Aircraft Carrier *Enterprise*. We are a large warship of the U.S. Navy. **Divert your course now.**

Station #2 — This is a light-house. . . Your call.

☺ ☺ ☺



## EVOLUTION OF THE AVIATION CADET TRAINING PROGRAMS

April 15, 1935- Passage of the Aviation Cadet Act created the grade of Aviation Cadet in the Naval and Marine Corps Reserves, and set up a new program for pilot training in which otherwise qualified college graduates between the ages of 18 and 28 would be eligible for 1 year of flight instruction, benefits pay, uniform gratuities, and insurance and, after serving 3 additional years on active duty, would be commissioned as Ensigns or Second Lieutenants, be paid a bonus of \$1,000.00, and be

returned to inactive duty as members of the Reserves.

July 20, 1935- The first class of Aviation Cadets to report for flight training convened at NAS Pensacola. First of the group to become a Naval Aviator was Elliot M. West who was designated on 12 June 1936 and assigned naval aviator number #4,854.

June 13, 1939- The Aviation Cadet Act of 1935 was revised to provide for the immediate commissioning as Ensigns or Second Lieutenants of all cadets on active service and the future commissioning of others upon completion of flight training. The law also extended the service limitation to seven years after completion of training, of which the first four would be required, and provided for promotion to the next higher rank on the basis of examination after three years of service. A reduction in the bonus payment upon release to inactive duty was made with the provision that aviation cadets already serving in the fleet be given the option of remaining on the old pay scale with a \$1,500.00 bonus or of accepting commissioned pay and the new \$500.00 discharge payment.

1946 thru 1950- Aviation Midshipman Act, or the so-called 'HOLLOWAY PLAN'. The first class started in the fall of 1946 and was composed of former AvCads who were well into the flight training program who chose to be redesignated Aviation Midshipmen rather than be released from active duty. The last preflight class was in 1950 when the program was terminated in favor of accepting NROTC and Naval Academy graduates as aviation candidates.

The main difference in the two programs was that the Aviation Midshipmen were to be commissioned USN upon completion of flight training, whereas the AvCads were commissioned USNR

June 22, 1948- The 'NAVCAD' program. In essence a reactivation of the 1935 Aviation Cadet program. Flight training was opened to men between the ages of 18 and 25, with at least two years of college. Candidates were required to serve on active duty for four years, after which they would be returned to inactive duty as members of the reserve. A limited number were to be given the opportunity to remain on active duty with possibilities for transferring to the regular Navy. The last NAVCAD has been accepted and the program terminated in 1994.

May 2, 1955- The Aviation Officer Candidate Program was opened to college graduates between the ages of 19 and 26. The new program paralleled the Aviation Cadet program insofar as flight training was concerned but, in recognition of the higher scholastic attainment of its candidates, offered a commission as Ensign, USNR upon completion of the four months pre-flight course.

(Ed. Note: The booklet "Look Folks - I'm A NavCad!" is available from your Editor for the nominal price of \$10. Guaranteed humor at a great price.)



**\*\* IN MEMORIAM \*\***

**William E. Dean  
Eldridge "Buck" Hord  
Chester C. Hickman  
Robert C. Jones  
Joseph Moore  
Phyllis (Mrs. James) Norman  
Will M. Moore**



23 August 1997

Fm: Andrew M. Sinclair, PO Box HM 2452, Hamilton HM JX, Bermuda

To: William F. Carlson, President VP-45 Association

Subj: 'Bermuda Old Hands'

Dear Bill....Another Bermuda resident, J W Bradford of VP-49, passed me most welcome copy of VP-45 Newsletter #18. Herewith \$20 for my dues and start-up. Congratulations to you and the Association for keeping tradition and camaraderie alive. For the Roster . . . (see the Roster Addendum)

I note with sadness the names of my CO's...Norm Brady and Lawrence Brantley and fellow PPCs Mark Ingraham and George Pinnell. Mark and I served again in VP-892 in the Pacific '51-'52. The names of Cliff Curtiss, Bob Fortson, Harry Hinden, Crewmember Jack Hipps, Norm Garsoe, John

Simmons bring back many fond memories. Any info on Jack Cryan, Wally Coupe, Lee Dolvin, Sam Davis and Joe Powell?

Since retirement in '65 I have resided in Bermuda, my wife's home. Presently serve as Trustee and Chairman of the *US Navy Room Committee, Bermuda Maritime Museum* located in the Keep (Fortress) at the former Royal Navy Dockyard.

The museum is the last bastion for ensuring US Naval presence in Bermuda through an exhibit of memorabilia and a Register of Personnel who were either stationed in Bermuda or served in squadrons/ships based in Bermuda during the period 1940 to 1995 when Colors were hauled down at NAS Bermuda. This is my job.

Members of the VP-45 Association are invited to contact me for information or if they intend to visit Bermuda.

With best regards and keep up the good work.  
Andrew

*(Ed. Note: Bill sent the dues to Ken and the letter to the officers of the Assn. and sent a reply to Andrew assuring him of the Association's commitment to good reunions and fellowship among members. A Roster and NL#19 was dispatched to Bermuda post-haste. Andrew's e-mail address is in the e-mail roster.)*



9 August 1997

Dear Chuck,

You stated in your letter that you'd like to hear about my getting dunked in the cold water in Casco Bay when VP-45 (PBY) was at At-

tu. Well, here goes to the best of my ability.



W. Tracy Ellis

The Ordnanceman on the PBY usually manned the bow gun so, when the plane landed on the water it was also his job to step onto a ledge of the bow in order to snag the mooring buoy, put a line through the ring on it and secure it to a post on the plane as the pilot maneuvered alongside the buoy. That was my chore, which I did quite well - until one day a newly made hawser, about five feet long with four inch loops spliced at the ends, would not go through the buoy ring when I grabbed it. Now, normally in such a situation, I let the pilot come around and make a slower approach but not this time. Instead of letting go of the buoy for another approach, I let go of the plane and went *kerplunk* right into the very cold water of the bay!

The guys in the back hatch threw out a grappling hook to me and put the ladder over the side, and got me back aboard. I don't remember if I was in shock or not from the cold water, but everyone was glad I was OK, thanks to my crew-mates.

Thank you for all the information you sent me. I am sending the dues and roster data form to the Treasurer.

Sincerely,  
W. Tracy Ellis

9 July 1997

Dear Chuck,

In response to your letter of July 3 requesting data from my tour with VP-205 I came across one of our daily operations schedules from our deployment in Waukayama, Japan, aboard the tender USS St. George.

I sent my dues in to K. J. Cory to try it out for a year.

Sincerely,

Donald D. Maca

*Ed. Note: If anyone wants a copy of the flight schedule, contact the editor. Two versions are available — original and the faithfully copied one shown here.*

UNITED STATES PACIFIC FLEET  
AIR FORCE  
PATROL BOMBING SQUADRON 205

DAILY OPERATIONS SCHEDULE FOR FRIDAY, 26, OCTOBER 1945

Squadron Duty Officer.....Ens KNOPP  
 Communications Watch Officer.....Ens HOHNSON  
 S. D. O. Messenger 0800 - 2000.....From Duty Crews.  
 S. D. O. Messenger 2000 - 0800.....From Duty Crews.  
 Maintenance Duty Officer.....Ens LORMS  
 Duty Crews.....10, 13, and 14.

FLIGHTS

SODN. NO	CALL	PILOT	CREW	ETD	ETA	REMARKS
R265	30V307	Lt (jg) LEETE	3	0600	1330	Sby with Complete taxi crew aboard 1330-1700
R618	1V307	LT JORGENSEN	10	0800	1500	
R636	20X707	Lt Comdr HANSET	11	1330	1630	

TRAINING FLIGHTS:  
 J034 1X707 Lt DUFFY 7 1300 1700 1st pilot CHECK.  
 Ens DREYFUSS  
 Ens PINNELL

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NOTICES

- 0445- Reveille for ASW Mission  
 0515- Plane Capt pock flight rations  
 0530- Boat leaves with flight crew  
 0645- Plane Capts pock up flight rations for morning flights  
 0700- Boat leaves with flight crews  
 0745- Pick up plane relief chow  
 0800- Boat leaves with plane relief crews  
 1800- Boat leaves with night plane relief crews.
- All men wishing to Draw winter under clothing see Lt (jg) GAUNTT. Subject under clothing when worn shall be covered by prescribed uniform.
- Briefing for pilots of crews 3, 10, and 1 at conference Room immediately after the movies.
- All Officers conference in wardroom 1000/26
- All hands are cautioned against throwing live ammunition in waste baskets and G.I. can.

NOTICES

Submitted: *M. S. Burger*  
 H. L. BURGER  
 Lt. USNR.  
 Flight Officer

Approved: *H. E. Hanset*  
 H. E. HANSET  
 LTCdr., USN.  
 Commanding

DISTRIBUTION

USS FLOYDS BAY	(4)	Crews Quarters	(3)
T. U. 50.2.4-	(2)	Exec's Office	(1)
Air Officer	(4)	Chief's Quarters	(2)
Operations Office	(2)	Gasoline Officer	(1)
Squadron ACT Officer	(2)	Officer of the Deck	(1)
Crews Galley	(1)	Ships Comm. Duty Yeoman	(1)

1. My recollection of the first PBM flight of VP-205 is that it occurred in Willoughby Bay, NAS Norfolk in the autumn of 1942. Pilot LCDR Arthur S. Hill, Commanding Officer, Co-pilot Lt. McGraw, Executive Officer. Something went wrong with the elevator controls and the plane had to be landed by trim tab. Post landing comments by the various participants were undoubtedly very subjective and my memory may be fuzzy so they are probably better left unreported.

2. The J2F-1 Grumman Duck! While at NAS San Juan (now Isla Grande airport) in early 1943, before our full complement of PBMs had been delivered, Operations Officer Moe Kipp & Gunnery Officer Bob Null decided to get in a little flight time. As you mentioned in your article, the Duck was not the most forgiving plane on landing, either on land or water. Whether Moe or Bob was actually piloting for the runway landing remains shrouded in mystery, the results, however, are history. Energetic brake application somehow resulted in the Duck coming to rest on its back. Into the resulting stillness Bob, ever the professional, dutifully picked up the mike and reported "San Juan tower this is Navy ?????, we just done busted our ass." To which the tower responded with remarkable restraint: "Navy ????? this is San Juan tower. Roger"

Further on the Duck, my wife Ruth's late husband, Jack Browne purchased a surplus Duck some time in the '60s. He used it for aerial photography and for years it could be seen parked at the end of the runway at the Beef Island Airport here in the British Virgin Islands. The ultimate buyer also ran afoul of the tricky landing charac-

This copy, nearly 52 years ago, can be retained in the archives. I have pictures of different squadron functions but do not like to let them go, fearing they may be lost.

April 25, 1997

Dear Chuck,  
First of all, here is my \$10 check for 97 dues.  
Three items for your consideration:

teristics and managed to sink it while landing on water with the wheels down somewhere in the states.

My first civilian job in 1945 was with Columbia Aviation in Valley Stream LI., N. Y. as test pilot/salesman. In addition to a delightful little moulded plywood twin engine amphibian, the Trimmer, Columbia had built an experimental metalwing monoplane version of the Duck, but it never came to anything.

3. You may already be aware of a remarkable book, *THE U-BOAT WAR IN THE CARIBBEAN* by Gaylord L. M. Kelshall, ISBN 1-55750-452-0, Naval Institute Press; also available from Dockside Bookshop, Havensight Mall, St. Thomas, USVI 00801. Of particular interest to old timers is the detailed description of VP-205's activities in this previously unreported war. Particularly poignant is the description of the tragic loss of three VP-205 Mariners to U-Boat antiaircraft fire, in August, 1943.

Keep up the good work, Chuck. A fascinating publication! My e-mail address: <feervthx@caribsurf.com>  
Regards,

Emmett Evans

● ● ● ●

6/20/97

Dear Chuck,

I've paid my dues, so update that computer!

As I missed out on the Sat nite VaBch dinner (& Sun morn meeting) I appreciated reading the speeches of RADM Semko and CDR Deutsch. Thanks for printing them. I was especially pleased to

be reminded of the ADM's ref to Mr. Jay Beasley, Lockheed's famous test pilot on the PV-1, PV-2 and the P-3! And so far as I know the only pilot to ever to slow-roll a P-3! (Lockheed almost fired him.) I was privileged to fly all of these three aircraft, altho most of my VP time was in the P5M in VP-45.

As Operations Officer at NAS Jacksonville, PA (supporting the NAVAIRDEVCON '65-'66). I got Jay to pay us a visit and give our P-2 pilots, me included, some refresher training. This fellow Texan had me making single-engine landings I would never have practiced otherwise (and probably never should have authorized — I doubt that even oper. squadrons made this a practice). Had there been an accident, my career would have been shot (especially as I was double-hatted as the AVSAFOFF!).

Best Regards,  
Harvey Winfrey

● ● ● ●

24 June 1997

Dear Mr. Caldwell,

In June issue of the *American Legion Magazine* I came across the Patron 45 notice, called the VETS hot line and was given your name and address. I was assigned to VP-45 right out of boot camp and remained there until discharge. This was a period from January 1949 until August 1952. My first base was NS Bermuda; next was NAS Norfolk, VA; and last NS Coco Solo, Panama CZ.

I would greatly appreciate if I could be added to the roster, receive newsletters and maybe be informed of any members who happened to have been on any of the above bases during my stays.

Thank you very much and I anxiously await hearing from you.

Yours truly,  
Doug Murphy

(Ed. Note: See the pictures of 8 Boat over the seawall he sent for our archives.)

● ● ● ●

6 June 1997

Bob Noak joined the Association and sent his cruise book for copy into our archives, and sent along this note:

KEFLAVIK deployment: CAC 9 (Combat Air Crew 9) PPC LT "Fat Pete" Scott; M/C (Mission Controller) LT "Laslo" Ralph McCrory (The Flying Squirrel) (Jan 1977-June 1977). The most decorated crew for Mission Commitments — Also the most beer consumed and the consistently highest scores in "Darts At The Brass Nut"!!

● ● ● ●

16 May 1997

Dear Mr. Caldwell,

In your capacity as Editor/Secretary to the VP-45 Association, please note my new address and, in addition, please correct my entry in the Member Roster. My full entry should read: Robert (Bob) J. Hall; Spouse, Rosie; 134 Canopus Way, Northwood, Middlesex, HA63JW, (England); NFO (RAF) NFO Training & Training Officer; Dec 75 – Sep 78; (Tel #) 44-1923-827466.

Over the many years since I was in the squadron, I have regularly come across it during its many deployments to this side of the Atlantic. I can vouch for its good reputation amongst the VP community. A community which, to my pleasure, my military assignments continue to keep me.

Regrettably I have not, so far, had the opportunity to attend one of the reunions because it clashes

with The Coastal Command Officers Reunion, which I have to organise here, but be assured I will make every effort to attend one at some time in the future once my military duties allow.

Please continue to keep up the good work with the Newsletter.

Yours sincerely,  
R. J. Hall



1 April 1997

Hi, Chuck,

Here is my new e-mail address: [dadpaddy@voicenet.com](mailto:dadpaddy@voicenet.com). My other provider went belly-up. Hopefully this one will be OK. My dues follow shortly.

By the time the '98 reunion rolls around, my wife and I hope to be back in good old P'cola for good. If I'm in good health at that time, I'll make my first reunion. ☺

My wife and I were at NAS Cecil Field in Feb. for the Memorial Service for my son-in-law, LCDR Mark Ehlers, who was declared missing after an S3B crash in the MED on February 4<sup>th</sup>. The accident occurred about ninety miles east of Hyfia, Israel. Mark was the senior officer on the aircraft, which was from VS-22 on USS T. Roosevelt. Two other officers and an enlisted woman were also lost.

I'm sure that Mark had many friends in the VP and HS communities since NFOs seem to me to be a tight bunch of professionals. I was told that there were representatives from all Anti-Sub communities present at the Memorial Service.

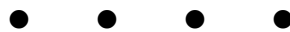
The Navy is doing a great job helping my daughter, along with many fine officers and their spouses, enlisted personnel and their spouses, and many civilian friends. My daughter, with her three chil-

dren, has moved from NAS Cecil to the Pensacola area. Her brother and many more military and civilian friends await her arrival. My wife and I, and Sue's younger brother, will move to P'cola as soon as possible.

I did not intend this note to turn into a letter. Thank you for the Newsletter — everything stops when I get *The Pelican Post* and until it's read. Please e-mail if I can help the organization.

V/r,  
P. J. Imhof

*(Ed. Note: On behalf of our Association, I extend our condolences on your and your family's loss. Flying is not inherently dangerous but it is mercilessly unforgiving. Let us know when you are settled in P'cola.)*



12 April 1997

Dear Mr. Cory,

Enclosed is my check in the amount of \$25. I hope this will cover my dues for 1997 and 1998, plus a little extra for association incidentals.

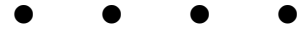
As brief update on my resume while serving in Patron FourFive: I served from 1965 until 1970. For 3½ years I was an aircrewman in crews 8 and 12. My first PPC was Mort Eckhouse, then Bob Bass, and ending with Edward (Andy) Anderson. I made the Adak cruise in 1965 and the Sangley Point cruise in 1967/68. I also made trips to Bermuda, Rota, Argentina, and Londonderry, Northern Ireland. After being grounded for a loss of hearing I worked in Quality Assurance for Jerry Lang. I thoroughly enjoyed my tour in VP-45, leaving for Avionics "B" school in 1970 as an AT1. I finished up my naval career in February 1980, retiring as an AXCS. I attended the reunion at Jacksonville but other commit-

ments precluded my attending the reunions in Las Vegas and VaBch. **I will definitely attend the forthcoming reunion in Pensacola.**

Please forward this information to the editor of the newsletter so the data can be added to the Association Roster. I will greatly appreciate your attention in this matter.

Thank you very much.  
Monte R. Clark

*(Ed. Note: I got it Monte — thanks.)*



3 March 1997

Dear Chuck,

Here is my check for '97 dues. Hope this finds you and Mrs. Caldwell feeling fine. We have been having slightly cool weather but it is now warming up.

Thanks for the tremendous work you (and others) have done for the Association. I really appreciate your sending the newsletter, etc., to Yuma in the winter and Seattle in the summer. Thanks a lot.

John Crawford

P.S. I stopped by for a few hours' visit with Jim Johnstone in Stockton last Spring on the way home. He had a slight stroke but is still working as County Recorder.

Blue skies.



20 February 1997

Dear Ken,

We were told by Pat Cooper that we should contact you to have our name put on the VP-45 alumni mailing list. We were sorry that we did not know about the reunion in Norfolk last year. We would have attended if we had known the details. We would like to try to get to future events.

In the way of an update, I retired from the Dupont Company in January 1993. That was right after we

returned from about two years of living in Singapore. I was the Plant Manager of a new facility being built there to make a chemical ingredient for nylon production. We went to Singapore shortly after the 1990 reunion in Pensacola. Maybe my name was removed from the mailing list when we were overseas. (Ed Note: Mail sent to the last known address was returned by the USPS.)

We have a second home now in Breckenridge, Colorado and spend the winter and summer there. We are in Pennsylvania during the spring and fall. I am a part-time flight instructor at Dawn Aeronautics in Wilmington, Delaware and do some consulting for the chemical industry. In Colorado we ski, fish, hike and play with our grandchildren who live about two hours away.

Please use PO Box 328, Pocopson PA 19366-0328 for the mailing list. All mail received there is forwarded to us wherever we are. My check for \$10 is enclosed to cover annual costs. If I have forgotten anything, please let me know. We look forward to receiving information about future events.

We hope all is well with you and your family there in sunny Pensacola. Right now, as I look out my window in Colorado, it is snowing quite heavily. But that's why we're here — the skiing will be great tomorrow!

Best regards,

Art & Jackie Holveck  
(Pennsylvania telephone # 610-793-9849, and Colorado 970-547-9512)



8/21/96

From Russell Germain:

In reviewing the roster I notice a lack of names in 45 while I was in

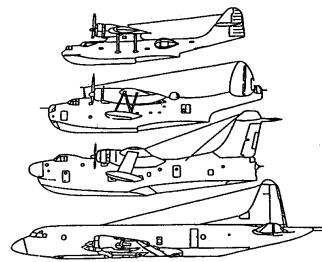
Coco Solo. I am trying to run down a roster from that period of time.

In VP-45 Coco Solo 51 – 53, Henry O'Connor; Bermuda/Coco Solo 50 – 53, John H. Wilson; Andrew Batdorf.

(Ed. Note: Each was sent an invitation to join the Association. Andrew Batdorf wrote that he and his wife were married while in VP-45. Wilson and O'Connor did not respond.)



## Pelican Tales



### Adak Change Of Command

Or...

### The Case Of The Walking P-3

Contributed by Tom Golder

Naval historians can look up the exact date, but it was winter in the Aleutians and Mr. Bill (better known as Willie) Waw, was working hard, battering the Naval Air Station with 40 to 50 knot winds and dumping ice, snow, sleet and anything else he could muster up on the runway, taxiways and ramps around the hangars. Most of the aircraft parking areas were covered with two or three inches of pure ice and on top of that the snow was accumulating rapidly. This wasn't the best of times to be tooling up to Adak, but several visiting P-3's were inbound from the lower 48 to witness the Change of Command when Com-

mander Jim Chapman (JHC) was to relieve Commander Dave Hume.

Luckily the wind was close to being down the runway but the clouds were low and the rules were that the Command Duty Officer had to be in the tower when the weather was at or near minimums. I was CDO that day thanks to my good friend LCDR Brad Bradley, the Flight Officer. Now Brad had each of our twelve flight crew's future and destiny plotted on a device of his making; a two foot high "scroll" with dates across the top and flight crews down the side. It was a conglomeration of glued-together graph paper sheets, laid out over a drafting table, which could be rolled back and forth from handles on either side.

As close as reality would allow, each flight crew went through a scheduling routine of squadron duty (when the PPC would be the CDO, the PP2P the SDO and right on down the line), ready duty (when the crew would stand-by all day and night in case a "flap" arose, a routine patrol day (when the crew would fly an out-and-back eight hour ASW {Airborne Shipping Watch} patrol, and a training day where the crew would try to keep up with the ground training requirements imposed by COMNAVHIGHERAUTH.

Brad's scroll was legendary and there wasn't an aircrew member in the squadron, from the PPC right on down, who didn't, at one time or another, come waltzing into the OPS Office to view his future or to argue with Brad that he or his crew was somehow getting shafted or not getting a good trip off the island somewhere. Brad could always argue them down, and I bet he still has those scrolls some-

where in his house. If his house was burning you would probably see him coming out of the garage clutching those darned rolls of paper! ☺

One day, several weeks prior to the CofC, I was pointing out to Brad that by giving Crew 4 the duty he had shafted us out of the party sure to follow. Brad, however, allowed that he was actually doing us a favor in that we would not have to get suited up in our dress canvass for the ceremony and for that the crew would be eternally grateful. With that he rolled the scroll onward to ponder some other future event.

Anyway, there I was in the tower when “Big Al” Jensen broke out of the overcast right at minimums with about 90 knots of ground speed thanks to the fifty knots coming from the other direction, slid the bird down runway 23 in a cloud of reversed snow and then bumped slipped and skidded the plane to the apron. “Big Al” was never one to miss a party! I think one of his passengers was Navy Captain sporting a full length leather flight coat (you couldn’t call it a jacket) with a big fur collar who was the center of awe and attention to the J.O.s for quite a while. No one in our generation had seen one of those flight coats other than in pictures in Approach magazine!

LCDR Dan Peckham was still out on patrol and the weather was getting worse as darkness was approaching rapidly. As the ceremony concluded and the festivities began up at the BOQ, we had everything in the barn or chained down securely except for LN-6 which finally broke out of the

howling gloom, landed and taxied to the ramp. The wind had increased to about 60 knots and we slapped on the two wing tie-downs. LT Gerry Livingstone, the



Line Officer, myself and a few linemen, all decked out in our “Adak Minks” (full length, Korean War vintage, foul weather gear with a built in hood) were searching in the black ice and snow for the padeye sunk in the concrete to secure the nose gear.

Gerry swore that a padeye should be right in the vicinity of the nose gear tires but we sure couldn’t find the darn thing. Then suddenly, to our horror, the nose gear began bouncing up and down on its oleo strut and the aircraft started walking away with the wind! I thought, there goes my short but illustrious Naval career! I’m sure Gerry was thinking the same. How in heck could we explain LN-6 resting over in Finger Bay? I’m thinking, everyone else is up at the BOQ partying and here I am in sixty knots of wind as LN-6 is being twisted around on the wing tiedowns headed for who knows where! Thank goodness that someone, I don’t remember who had the smarts to look at the spot where the nose wheel tires had been before the plane began its unauthorized journey but lo and behold, there was the elusive padeye!!! Some furious chipping of the ice and we snagged the wandering airplane

with a tie-down!

Later, when I went up to the “Q” to report all secure on the line, I found, upon removing my Adak Mink, that my Aviation Winter

Working Greens were soaking wet up my back, right to the base of my neck. To this day I say it was snow being blown up there by Mr. Waw, but maybe it was sweat generated by the possibility of having one of VP-45’s P-3s blown off the ice and into a ditch during my watch! I don’t remember if either the outgoing or incoming Skipper knew what went on, I didn’t break into the party to tell them.

*Note:* I could be a little “off” in my recollections and anyone who wants to correct me feel free, but I’m here first with the story no one can deny that!



## The Flight I Shall Never Forget !

Contributed by Russell Germain

While on routine patrol, in the early 1950s, about four hours from home base, we discovered a fuel leak in our transfer pump which drained fuel into the bilges during each operation of the pump. The repairs were quite simple — a short length of rubber hose cut from the relief tube, some hose clamps, and a bolt for a stopper fixed the leak. The fuel in the bilges presented a more serious problem. We soaked up the fuel with rags and paper towels (after securing power — no radar/radio transmissions) placing same in the “always available brown paper bags” and dropped the bags overboard from the after station hatches. With shoes removed, we repeated this

operation until the bilges were nearly dry, and then opened the forward hatch. The fuel and fumes dissipated quickly. Fortunately, Frank “Klondike” Haines ADC, our past plane captain, had shared a similar experience with us — an experience which may well have saved our crew. As I recall, CDR Griffin was the PPC on this flight.



**Dilbert needed a tractor on the tail when checking engines!**



Contributed by Douglas Murphy  
Beachcrew  
Incident at NAS Pensacola, July 1950

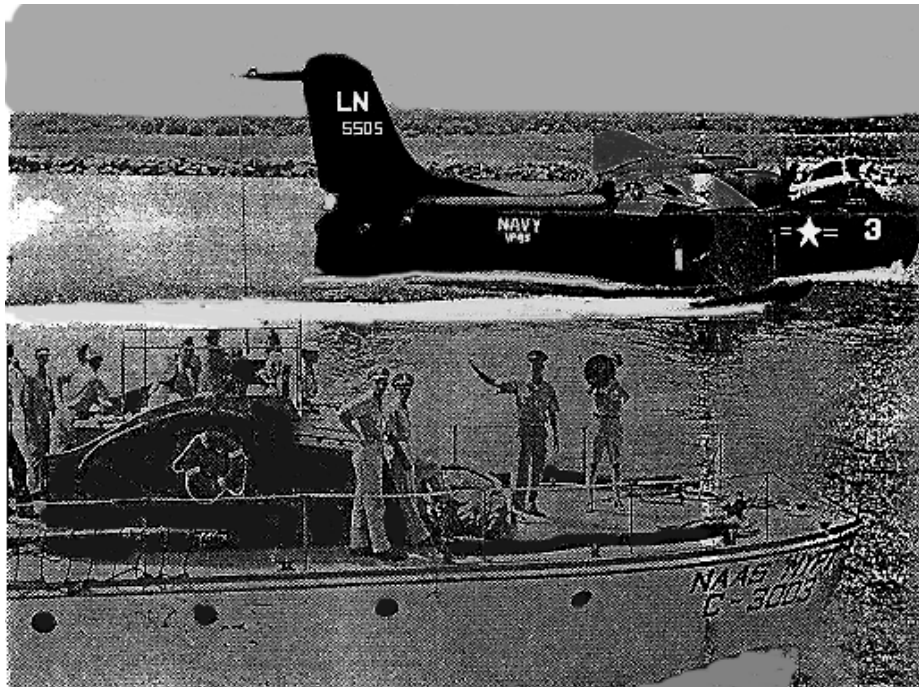


Another Dimension



## Giant Navy Seaplane Taxis 180 Miles To Mayport Base

Says Jacksonville newspaper — Dateline Wednesday, July, 1958



**G**ordon Murray was the plane captain on this antisubmarine exercise flight from NAS Jacksonville on 29 July, 1958. LCDR J. S. Christensen was the PPC, Jack Callaway was co-pilot, and navigator was Kennedy Snow. Below is Gordon’s recollection, followed by the newspaper

account and finally the epilog contributed by Jim Bestul and Lon Gailey.

“We had departed JAX early in the afternoon and reported on station about 1600 hours, relieving right on time. The weather was clear and fair — ideal. Less than thirty minutes after relieving and on station, the starboard engine exploded and began



vibrating (number eleven cylinder's intake valve), so it was secured and the prop feathered. We immediately set up for single engine operation but for some reason we could not maintain level flight; we just kept settling in and finally we landed. . . then the fun began! ☺

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

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

“Shortly after dark a US Coast Guard cutter joined us. The cutter skipper radioed us and ordered Mr. Christensen to secure the engine and make plans to be towed. Mr. Christensen asked on whose orders . . . the cutter replied on his orders ☺. Our PPC then asked what the skipper's rank was and the reply was LTJG. LCDR Christensen told him what his cutter could do and that, as a LCDR and PPC, the aircraft was under his command and was going to JAX under its own power — and the cutter could follow but *be sure to stay out of our way.*

“Mr. Christensen had to maintain pressure on the port hydroflap to keep the plane on course because the rudder wasn't enough to overcome the port engine's thrust. During the night he started having cramps in his legs. I don't think he left the seat all night, so I figured out a way to secure the pedals so he didn't have to hold such pressure. Later on in the night we ruptured a hydraulic line in the after station and I fixed it with several lengths of flex hose, bypassing the break, refilled the system and we

were on our way again. I made a pot of coffee early in the morning and Mr. Christensen seemed to really enjoy it. He, the radioman, and I were the only ones awake and the seas had settled to smooth — everything was going OK!

“Smooth seas, making 4 - 5 knots and daylight coming on, we started picking up fishing boats and we could see they were surprised to see us. Then the coastline showed up and there were more boats. At about 0830 – 0900 we made it in to the carrier basin at Mayport, where we anchored and were relieved by another VP-45 crew to take the plane up the St. Johns River to NAS JAX . . . the end of a long – long night!”

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

The Jacksonville newspapers reported a few other facts: The Coast Guard cutter was CGC *Aurora* from Savannah accompanied by a CG P5M; the passenger liner was *Ocean Monarch*, enroute from New York to Bermuda and reversed course to escort the plane home, but saw it wasn't necessary and continued on its way; that a Navy Blimp from Glynco, a helicopter and the Navy seagoing tug *Umpqua* also assisted. The reports also stated the speed of the aircraft was about 12 knots, and that course deviations were necessary to avoid thunderstorms in the area.

Jim Bestul discussed these events with Lon Gailey at the 1996 reunion and they remembered being part of the relief crew that took LN 3 from Mayport to NAS Jacksonville. Here is Jim's narrative: “ I had crew 1, one of three crews in Jacksonville from VP-45 (I believe for midshipman orientation flights), one of which was 3 boat and crew. Shortly after 3 boat arrived in the NAAS Mayport area after their 180 mile cruise, we made the transfer. My crew consisted of myself, Jack Archambault, Lon Gailey and several others we were not sure of but probably

including Ken Ickes (Radio) and Farabaugh (Ordnance and superb mooring buoy snagger). As I recall, there was a lot of salt encrusted on the airplane; there was a big Z (the mark of Zorro) on the co-pilot's side window, and the fuel tanks were just about empty. We got underway with a long procession consisting of Navy and Coast Guard crash boats, police boats, and many private boats that had gathered due to the news coverage of the event.

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

“The NAS Jacksonville ramp buoy was always a tough one to make even with **both** engines running because of the currents there, so it was going to be a

real challenge with one engine. (*Note: Engines could not be “blipped” to slow down as those in the PBM could because of the electrical/mechanical design, and the sea anchors were extremely difficult to deploy and trip because of the hull/hatch design.*) I felt with all the spectators there and empty fuel tanks; I had better make it on the first pass. Well, I didn't! ☹ I finally made it on the third pass and, although I was a little embarrassed, LN 3 was back!!!”

*Ed. Note: Jim also reported that, at a Retired Northwest Pilot's Christmas party in 1996, another retired NW pilot who was in VP-44 told him that he was in a crew that set the open sea taxiing record in a P5M by taxiing 550 miles back to homebase — but he was very envious of VP-45's reunions!* If anyone else has anything to add to this account/incident, please send it to the Editor for inclusion in the story which will be made a part of our permanent archives and included in the scrapbook displayed at each reunion.

**FROM THE EDITOR'S DESK**



**HE WILL BE MISSED . . .**

Will Moore passed away of a heart attack in Jacksonville in August. Will was responsible for getting the Mayor of Jacksonville to proclaim October 22-25, 1992, as VP-45 Week, and for securing the gift coffee cups for the JAX reunion. He arranged for the delivery and sale of VP-45 articles at the VaBch reunion and he also organized and conducted several mini-reunion breakfast gather-

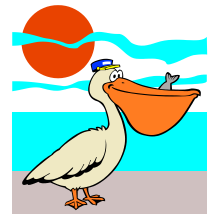
ings of those VP-45 members who were together at Coco Solo in Panama in the mid-1950s — *The JAX Bunch for Brunch*. Members of the group attending his funeral were the Pavlicks, Mathersons, Gaileys, Fred Easter, Fred Meyne and Cliff Nelson.

**Telephone Area Code Change**  
**The telephone area code for members living in Florida, Tallahassee and West, has been changed from 904 to 850. That means those in mailing zipcodes that begin 325... or 324... are involved, and some in 323.... The full roster in April will reflect those changes that are obvious.**

*If you live in zipcode 323... please let the Editor know if your area*

*code has changed. If no change is sent in, your area code will not change in the roster.*

\*\*\*\*\*



**e-mail, Anyone?**

We are beginning to enjoy quite a nice listing of those members who like to correspond on the Internet via e-mail. You may include your address just by sending it to the Editor at [cbc@cts.com](mailto:cbc@cts.com) any time (*or include it with your dues payment to the Treasurer*). If you spot an error in the e-mail roster, please let the Editor know.

Those who have an Internet Service Provider account might like to browse a dandy Navy Patrol Squadron web site

managed by N. Frankel. Go to [www.erols.com/nfrankel/vp45.html](http://www.erols.com/nfrankel/vp45.html) for a peek at the VP-45 page. You can leave messages or contribute a sea story or just read the various historical and personal data displayed there. Other VP squadrons are also represented at the site so, if you belonged to more than one VP squadron, perhaps you will find it (them) there.

**Delta Air Lines Announces**

... the establishment of a new bonus program for our reunion agreement. This new program increases the standard discount from 5% to 10% off the lowest applicable domestic published fare and from 10% to 15% off the Y06 fare. You must order your ticket 60 or more days in advance. Use "Patron Four Five Association" and the meeting identifier code of DMN100014A when ordering your discounted tickets.



**\*TREASURER'S REPORT\***



<b>Beginning Balance</b>	
1 March 1997 . . . . .	\$12,556.31
<b>Income</b>	
Dues and Donations.	\$3,008.00
1966 Reunion . . . . .	804.19
Interest Income. . . . .	123.07
Newsletter Sales . . . . .	20.00
<b>TOTAL INCOME . . . . .</b>	<b>\$3,995.26</b>
<b>TOTAL CAPITAL . . . . .</b>	<b>\$16,511.57</b>
<b>EXPENSES</b>	
Printing and Postage.	\$688.45
<b>TOTAL EXPENSES . . . . .</b>	<b>688.45</b>
<b>ENDING BALANCE</b>	
1 September 1996 . . . . .	
<b>\$15,823.12</b>	



Note your address label. If it has a red dot after your name, you should send your dues in to the Treasurer. An envelope with the Treasurer's address is included for your use. Dues are \$10/year; \$40/5 years; and \$100/life member. Please don't delay — *do it immediately, if not sooner.*



K. J. Cory, Treasurer



**In The Next Issue**

1. The Long-Tow To Bermuda. First-hand Accounts.
2. REUNION in PNS 29 OCT - 1 NOVEMBER 1998
4. A Typhoon in Okinawa, 1945.
5. There's A Pony In The Afterstation! .



Any and all of your accounts about experiences in VP-45 are needed. Just write them down and send to the Editor!!! Only YOU can make it happen. Your contribution to our archives is important!!!

**Does anyone remember the first PBY flight by VP-45 in 1943? How about the last PBM flight by VP-45 from Coco Solo — or last PBY flight from Belem? (Even if it wasn't THE last or first one, we'll swear it was until proven wrong.)**☺

The **last P5M flight from Coco Solo** on the squadron's move to Bermuda in 1956 was made by crew nine in BuNo 135465, PPC LTJG C. B. Caldwell. It was also the *first flight* to be controlled from the brand new Coco Solo control tower that contained the first radar and up-to-date NAV AIDS ☺.



Fair Skies  
Chuck Caldwell

**Reunion Supplement**  
**PATRON FOUR FIVE ASSOCIATION REUNION 98**  
**PENSACOLA AWAITS YOU**

Your reunion committee has been hard at work getting things arranged, set up and otherwise put in place to offer the best of Southern Hospitality in the Birthplace of Naval Aviation. Putting first things first, our Pensacola Headquarters will be the Holiday Inn at the University Mall area, which is on Davis Highway where it intercepts I-10 — most convenient for you drivers. Because of the number expected (upwards of 350!) we also had to book rooms at the Hampton Inn which is co-located with the Holiday Inn, just a two minute walk. Both Inns are in the process of being completely renovated. Mort viewed the completed rooms at each hotel and they are NICE! For those of you who will fly in, each hotel offers complimentary airport transportation. The mall itself is also a very short walk from the hotels and features over 80 stores, 8 cinemas (who'll have time?) and a variety of theme restaurants.

Our planned activities, at this time, include a welcome aboard reception on Friday evening at the Holiday Inn with HEAVY hors d'oeuvres, the business meeting on Saturday morning at the Inn and our traditional sumptuous banquet, which will take place inside the National Museum of Naval Aviation. Dining with History — how great can it get? All day Thursday and most of Friday will be available for tours or activity on your own. Naturally, we'll wind up the weekend with a brunch on Sunday at the Holiday Inn. It's about a 13 mile trip to the Museum and there is no public transportation available. Bus transportation could be obtained if enough desire it at approximately \$7.50 each person/round trip.

As far as expense for the above is concerned, at this time, our costs will be in line with previous reunions. The reception, banquet and brunch will total \$50 a person and the hotels will run \$65 a night for the Hampton and \$68 for the Holiday Inn. Of course our reunion is over a year away so prices could increase, modestly if at all one hopes. Our hotel reservations are guaranteed up to 30 days prior to our reunion so it's not too early to get your reservation request in. *The Holiday Inn phone number is 850-474-0100* and the *Hampton's is 850-477-3333*. You must call the hotels directly to get our group rate, do not call their toll free reservation number. *Their addresses are: Holiday Inn 7200 Plantation Road ;and Hampton Inn 7330 Plantation Road, Pensacola, FL 32504.*

There are a number of outside activities available to us in the area and these are delineated on the survey form (over). The Reunion Committee will appreciate everyone filling out and returning the form, as indicated, whether planning to attend or not *There are a number of outside activities available to us in the area and these are delineated on the survey form. The Reunion Committee will appreciate everyone filling out and returning the form, as indicated, whether planning to attend or not*

**Preliminary Details About Plans For Saturday Evening**

Place: Atrium of the National Museum of Naval Aviation, NAS Pensacola

Time: 1800 – 2100

Attitude Adjustment Hour 1800-1900. Cash Bar. One bar for each 75 guests. One or two bars to remain open during banquet.

Banquet: 1900-2100.

**Menu: Bon Appetit!**

Roast Beef au Jus or Crab Meat stuffed Flounder

Steamed New Potatoes

Broccoli Cauliflower Carrot Medley

Three Leaf Salad with Vinaigrette Dressing

Crusty French Rolls

Coffee or Tea (hot or iced) Wine (caraffe or glass available at the bar – caraffe \$8.50)

French Silk Pie

## Expected Banquet Tables/Seating

White Cloths with Blue and gold Napkins

Head Table details (TBA)

Eighteen Rectangular in Two Rows. across Seating for Sixteen Persons

Eight Round in Third Row. Eight Persons

### Friday's hors d'oeuvres: **Welcome Aboard!**

(Time: (probably) 1900 - 2100)

Carved Roast Round of Beef  
Carved Turkey Breasts  
Meatballs in Mornay Sauce  
Seafood in Puff Pastry  
Deviled Eggs  
Finger Sandwiches  
Assorted rolls, sauces, tea  
House Provided background music  
Cash bar.

### Sunday Menu: *Arrivederci* — Till We Meet Again

Time: (probably) 0800 - 1100

Scrambled Farm Fresh (?) Eggs  
Fresh Chilled Sliced Fruits  
Country Sausage  
Country Ham Steaks  
Homestyle Potatoes (Not country)  
Grits  
French Toast  
Muffins, biscuits, jellies, preserves, flavored  
whipped butters, fresh ground coffee, tea.

The host Inn assures the Association that there will be no running out of goodies at either gathering. Ah, yes, Don't we ALL remember those famous BE NO's!!!! (i.e.: There will BE NO liberty until morale improves.)

