



The Pelican Post

of the

PATRON FOUR-FIVE ASSOCIATION

President Tom Golder
Vice President Chuck Comeau
Treasurer Dave Johnson
Secretary & Newsletter Editor Chuck Caldwell

Newsletter # 27

April 2001

PLEASE READ THIS

ALL HANDS: NOTE THIS CHANGE. Dues are \$20 per year 11/1 to 11/1 (\$75 for five years and \$200 for Life Membership). Roster and e-mail addendum are included for members' personal use only. **If you change your address** please inform the Editor so we will be spared the charge the USPS makes for each correction notice. If this edition is forwarded to you by the postal service, we will have automatically received your new address and been charged for the service.

PRESIDENT'S MESSAGE



Tom Sez . . .

This is the first chance I have had since the 2000 Reunion in Jacksonville to communicate with all the Pelicans in our Association. First of all, I want to thank our VP, Chuck Comeau and his Committee for a great reunion. Everything was organized to the "nth" degree and it was hard to choose which event won out as the best. For my money it was a tie between the Commissioning of the USS Roosevelt and the great banquet that Chuck had organized. The Commissioning was impressive beyond description. As for the banquet, the food was great, the speaker excellent and the dancing afterward got almost everyone up and swinging.

I also want to thank those who took the time to return the survey on where to hold our next reunion. It told us a lot and set us on the course I describe below.

We are planning to hold the Reunion 2002 in October in the greatest Navy town in the US, San Diego, CA. Glen Rufenach and Jim Cooper are working to form a Reunion 2002 Committee and, as I write this, we are in the process of reviewing contracts with hotels in the San Diego area. We hope to hold the reunion in conjunction with

the famous Fleet Week, but the dates for this event have not been firmed up as of this printing. Look elsewhere in this issue for information regarding the reunion. We have not had a reunion on the West Coast and San Diego couldn't be a more Navy town, so pencil in mid-October 2002 on your long range planning calendar and let us see a great turnout of Pelicans!

Tom Golder

Notes From All Over



There are over 11,600 words in this newsletter -- but you don't have to count them unless you want to. *Just read 'em.*

Remember Brown Shoes?

Dear Chuck,

Attached below is an article for the next The Pelican Post about the Brown Shoe History Project. Since I first told you about this I have personally met the people who are making it happen in Charlottesville, Virginia, and I have become very enthusiastic. They are doing a marvelous job. The project started as something about the Navy's Flying Midshipmen (a group that includes Lou Ives and me) but has since been expanded to include all aviators, flight crews and enlisted personnel who were on active duty in the Korean War. I emphasize this because I am mindful of the letter you received from Ed Hudson last August stating that he felt "left out" at our reunions because he was not a flight crewmember. His perspective as a maintenance chief would be very welcome! Also, the multi-engine people are only sparsely represented in the history now. More material from the VP community is needed to give the history added balance.

On a personal note, I just re-read the April 99 Pelican Post and noticed that you and I have something personal in common. We were both newlyweds in Bermuda during our first squadron tours! My wife Althea & I were married just 4 months before VP-49 made its change of home port from Norfolk to Bermuda in June 1951. We left that lovely island 14 months later in the

summer of 1952, for the harsh reality of Corpus Christi.

Best regards,
Harley Wilbur

The Brown Shoe Project

The Brown Shoe History Project is an ongoing collection of narratives, diaries, biographies, photographs and documents by and about Naval Aviators who got their wings in the 1946-1953 time period. More than 350 submissions have been received as of the end of year 2000. It is an impressive historical effort that fills a large gap in knowledge about people who served on active duty during the Korean War and the Cold War. This project was started by Burdett L. (Lou) Ives, Preflight Class 9-46. Since 1991 he has been ably assisted by naval historian Patricia B. Francis, who has organized the collection into computer files that will be soon be distributed on CD to each individual who contributed to the history.

In addition, the principals anticipate the collection will also be placed on the Virginia Center for Digital History web site, a universal free site that is accessible worldwide on the Internet. (To sample it check the web site

www.vcdh.virginia.edu.) In the words of Pat Francis, "Lou and I have noted how little has been written about the Korean War. Not only is the Brown Shoe History Project the first collection of its kind, it's a superb personal and social history of the kids who wanted to fly; who knew they might have to fight wars, and have told their stories in their own words. We didn't make any stylistic changes — the only thing we did was correct spelling and, where factual errors occurred, insert changes in brackets."

Those of us who have seen advance copies of the CD can attest to its breadth and professionalism. Up until now submissions to the history have come mostly from the tailhook community. Material from the multi-engine community is urgently needed to give added balance to the history. Material for the Brown Shoe History Project may be submitted by mail or e-mail to one of these addresses:

Mail to: Patricia B. Francis, 4263 Garth Road, Charlottesville VA 22901, or e-mail to: pfrancis@cstone.net

The Project is conducted in cooperation with the University of Virginia's NROTC Unit. Most of the costs thus far have been met by personal funds of Lou Ives

and Pat Francis. In order to insure the Brown Shoe History's position on the VCDH web site, Pat and Lou must raise \$20,000. For this purpose they are seeking additional financial support from business organizations, foundations, and individuals. For funding purposes the Brown Shoe History Project is under the aegis of the University of Virginia Fund of the Alumni Association of the University of Virginia. This is a not-for-profit organization as defined by Section 501c(3) of the Internal Revenue Code. All donations are tax deductible, and may be sent to:

University of Virginia Fund
NROTC-Brown Shoe History Fund
P. O. Box 3446
Charlottesville, VA 22903-3446

My illustrated book, "The Red Dart Squadron, VP-45, 1967-1968" is included in the history. Some of you may have seen that book, which has been on display at VP-45 reunions since 1996. I am not directly involved in the Project but I have met the principals and may be able to field questions if anyone is interested. (Phone Harley Wilbur, 301-949-8131, or by e-mail to hwilbur@libertybay.com)

Who's On First?

At the R2K (Reunion 2000) in Jacksonville, the Officers elected to serve for the next two years are the same who have served the past two years. Thomas (Tom) Golder will serve as President; Charles (Chuck) Comeau will serve as Vice-President; Charles (Chuck) Caldwell will return as Secretary and Newsletter Editor; and David (Dave) Johnson will return as our Treasurer.



MINUTES OF THE BUSINESS MEETING OF THE VP-45 ASSOCIATION OCTOBER 14, 2000

The meeting was called to order by Tom Golder, Association President. Standing in for the Secretary, Tom Golder presented the minutes of the last business meeting. The minutes were approved as presented.

Dave Johnson gave the Treasurer's report, with an opening balance of \$19,512.20 and a closing balance of \$18,069.42. A motion was made and seconded to accept the Treasurer's report; motion passed.

Mort Eckhouse, chairman of the nominating committee, nominated all the current officers to serve again for the next term. He then made a motion that all nominations be closed. The motion was seconded, and subsequently passed.

The Treasurer noted that we now have 469 members, 114 who are Life members and many others who are paid up to ₃



LETTERS

2000

Bill Smith wrote to say that VP-48 is starting a reunion group. Contact him for details and coordinator. He also sent a newspaper clipping:

Blair Laughlin Is A Mystery Munch Winner!

When Blair Laughlin, who knows a thing or two about good barbecue, learned he was a winner, he was delighted! By correctly guessing clues by Corky's Ribs & Barbecue in Pensacola, he was selected a winner. Laughlin, 61, is a frequent visitor to the downtown eatery - eats there every other week, he estimated - and declared the food "just really, really good."

Way to go, Corky!!! ☺ ☺ ☺



7/30

Dear Dave,

I should have done this years ago -- but . . . no excuse. Please add me to our membership roll. The best years of my young life were spent in VP-45. Went from CPO to MCPO with the Pelicans!

Respectfully,
John F. Bollinger
AFCM, USN (Ret.)



7/30

Chuck -

I made 4-score (years) and am enclosing my dues for 2 more years!

Jarrell Yates



August

I entered VP-45 in early 1971 as a ADJ1. In April 1974 I made ADJC and was immediately retired from the

Navy in June 1974. I worked in the engine and prop maintenance division most of the time, and made deployments to Rota and Sigonella.

A check and registration form will follow soon.

David F. Baldwin



7/18

Hi Chuck,

George Stark and I (VP-45 PBV) were going to have a mini-reunion of at least the two of us at the JAX reunion, but he broke his ankle and required surgery, so we may not attend. I am undecided whether to attend by myself because I am reasonably certain no one from our PBV/era will be in attendance.

I found the URL for the VP-45 web site -- there is lots there but I didn't find one single posting from my 1944-45 shipmates. I have; however, exchanged a number of e-mails with Terry Geary.

Roger Ferguson



8/21

Dear Mr. Caldwell,

Thank you for your letter of 13 August notifying me that spouses of deceased members automatically become life members should they desire. Yes, I would like to continue receiving the newsletters.

I would like to take this opportunity to thank everyone who sent John so many beautiful Get Well cards -- I took them all to John when he was in the hospice, where he spent his final days before God called him home.

I am very grateful and I appreciate all the beautiful sympathy cards, and will always have fond and beautiful memories of the reunions that my husband and I enjoyed so very much.

Sincerely,
"Vi" Pavlick



8/26

Dear Chuck,

Here is a squadron plate (enlarged from a 10X27). I joined VP-45 from USS Valcour (AVP-55) August 21, 1950, the day the squadron got back from Pensacola, Fla. In the picture we were on VP-49 side of the hangar; they were gone somewhere.

The picture was taken by a civilian photographer with a bellows camera that rotated, mounted on a tripod. We were formed in a semi-circle. Anyway, I had it blown up

and, since you have two halves, it can be put together. That's #4 boat on the left-- APS-15 radar, and the tail of another PBM on the left in the VP-45 side of the hangar at NAS Breezy Point, Norfolk. I can remember a lot of the names and tell you where I am: Front row 16 Chiefs and Officers down from left is LTJG Snead. I (AL2 D. P. Faas) am over his right shoulder. Gee -- the picture is fifty years old! Maybe we can hold a contest naming the people.

On the front right, is our Leading Chief, Redman AEC. Front left is Lacerreo AOC; fourth from left is Squadron Duty Officer Ens Boyer; sixth officer is Ens Robinson. Behind the officers to left is Elmer Thomas AD2 and to his left Arnold Olsen AO3. to his left second CPO is George Brown ALC, Electronics Shop Chief. Behind George, man to right is Marion Jones ADC, my plane captain in EE-2. Man over skipper's left shoulder is Milroy AO3. Fifth officer to skipper's left is LTJG Simpson, Electronics Officer. Ninth officer from skipper's left is LTJG Rives, PPC of EE-2. The Chief in the rear row was an ABC BeachMaster.

Maybe mount the picture and take to the reunion. *(Editor's Note: We had the picture put together and framed. It was displayed at the reunion in JAX and a note asked folks to identify anyone. There were no takers, and the picture returned with no new identifications. It will be at the next reunion, too.)*

Daniel Faas
ATC USN (Ret)

8/27

Dave:

Enclosed are my dues for 2001. I really enjoyed getting the roster and looking through it. I ran across some old friends and have made several contacts. I have encouraged them to join the Association.

I am really disappointed that I won't be able to make the reunion this year. I was hoping that I would be able to get back to JAX and make the tour of the NAS. I haven't been back the NAS JAX since I mustered out in 1969.

After I got out of the Navy I worked different jobs and couldn't make up my mind what I wanted to do. In January of 1974 I went back to college at Ohio State University and was fortunate enough to make the football team as a walk on. I was a member of the 1974 and 1975 Big Ten Championship teams as a defensive back, and we have our 25 year reunion for the '75 team

the same weekend as the reunion in JAX. I sure wish I was going to be able to make it, but I'll wait till the 2002 reunion.

I know you guys will have a great time down there and I'll be there in spirit.

Todd Alles
Flight Engineer '66 - '68

8/27

Chuck,

Enclosed is a check for \$20 and please keep *The Pelican Post* coming.

Although we won't be able to attend the get-together in JAX, I do enjoy reading about the many friends I had in VP-45 from 1948 to 1954.

We have now decided to no longer be a snow bird, so please delete the Daytona Beach address and use only the Hershey PA address and telephone number.

Have a good time in JAX. We will be thinking of you!!

Respectfully,
Andy Batdorf

8/31

Hi!

Enclosed is my check for dues. Sorry to say I won't be able to join you this year in JAX. I was hoping to have a free calendar, but

Please note the change to telephone number and e-mail address.

Looking forward to future reunions.

Best regards
Hank Ingber

8/31

From a Green Sheet:

I was a cruiser sailor during WW2 (USS Cleveland CL-55). Graduated from Electronics School at Corpus Christi and was assigned to VP-45 in Bermuda ('47). I made Chief on my way to Bermuda on the fleet tug Papago. I served as an instructor for the FAETULANT and I also served with FASRON-102, HS-7, VS-27, and retired in December 1958.

Oscar E. Eswine
Electronics CPO (ATC)

(Editor's Note: Oscar passed away before he could become an active member.)

8/30

Mr. Caldwell, (From e-mail)

I am PH1(AW) Glenn Sircy stationed with VP-45 as the Photographer's Mate. I am currently working on our deployment cruisebook. I am interested in enclosing historical VP-45 photos in this book. Can you help me obtain these? I will safeguard anything went and will make additional copies of anything submitted.

I look forward to hearing from you.

V/R

PH1(AW) Sircy

VP-45 1999 Sailor of the Year

(Editor's Note: We sent several from our archives, and so did some members.)

9/9

Dear Chuck,

I look forward to the rosters. See how many names I may recognize.

If someone would ask me to name my Division Officer in VP-45, chances are slim to non-existent that the name Caldwell would I remember but, when I saw the notice in TROA and VP-45/Caldwell, I told my wife, Arlene, that was the name of our Ordnance Officer when I was in the squadron (1957). It was a pleasant surprise when I read the PS in your letter. I am looking forward to meeting you again. We will not make the R2K-JAX as we are booked for a cruise in October.

I have a ceramic VP-45 plaque hanging on my wall. I made it myself using a decal. Did a pretty good job of copying and painting it!

Thanks again for the material you sent.

Al White

(Editor's Note: Al reported as AOC. He was selected for LDO in June, 1957, and left the squadron for OCS.)

9/14

Dear Chuck,

(Charles D. "Dan" Cain, who lives in Tucson and helped restore the only remaining PBM [Pima Museum], sent some pictures of the finished product and a history of the plane. Copies are in the display scrapbook displayed at reunions.)



9/19

Via e-mail from Joe Notargiacomo

(VP-11 members were starting an Association similar to ours, so Joe asked if we could supply any data to help the organizers design a group similar to ours.)

I can't thank you enough, Chuck! You have given me precisely what I need to pass on to our VP-11 friends to get the organization going, and then some.

It started out as a casually and regionally organized, vintage 1955 to 1962 group of guys, passing the word around here and there, and then all of a sudden grown to a representation from national and now even international locations. We have VP-11ers who live in the UK and in Spain, and come to the States for every reunion. One of the reunions took place in Malta, of all places. I put in a deployment there, wanted to go but, unfortunately, could not - and missed a good one.

Thanks again and Warm Personal Regards.

Joe

October

Chuck,

One of the highlights of R2K was the squadron history and related information you have compiled over the years. I heard many positive comments from our shipmates, especially the new ones. They were astounded to see so much historical information and it was so well organized.

BRAVO ZULU

All the best

Bill Rodriguez

10/7

Via e-mail

Chuck,

I am envious of those who will make the reunion. I had hoped to do so but had previously planned a trip to Maui for Charlotte and myself. My feeble mind does not allow me to remember much, but Bill Berg has never left my memory. He was always one of my idols and, after hearing his educational and professional accomplishments, I understand even more why I felt that way almost 50 years ago. I was in awe of a lot of outstanding sailors in VP-45. Wish I could see all of you and maybe some names/faces would come back.

I was in crew of 4-Boat in '54 until I went TAD to FAW-11 staff for my remaining 18 months. Made the NARMID cruise to Corpus and was discharged there.

Forgot which crew I was on there. 4-Boat crewmembers I remember are: Chief Scott, PC; Bill Myers (AL1) 1st tech (or whatever we called the lead PO). Izzo (AM); John Gallo, Frank Giovannato, and I were ATs that worked for Bill Myers. Don't remember the AO1....someone told me his name and I have forgotten already.

The Navy was great for me. It gave me an education that I could not afford to buy and got my professional life started. After getting out in 1956 I went to work for ARINC (Aeronautical Radio, Inc.) located in FASRON-109 JAX.....involved in a reliability/research contract ARINC had with the Navy on the APS20B/E radar.....magnetron and thyratrons. Study was in P2Vs of VP-5 and VP-16. After a year with ARINC I went to work for IBM and retired after 34 years, Dec. 31 1991, almost 9 years ago. Retirement has been and continues to be great. Makes one wonder how he ever had time to work in the past.

I hope to meet all of you one day. It would be a wonderful treat for me. Trust you are all doing well, enjoying good health and having fun in life.

All the best,
Gerald ("Gerry") Green



10/14

Dear Tom & Chuck,

Sure wish that I was in Jacksonville today instead of at home. I know that you all are having a great time! I was at the last reunion in JAX in '92 and had a great time. My best wishes to all.

(Jim also sent change of address and an e-mail address -- but the USPS beat him to the snail mail change by a month.)

Jim Clabby



10/15

Dear Dave,

Due to illness in the family we could not attend the R2K. I hope to see you all next time.

Thanks for a wonderful newsletter and roster of members. Many memories are recalled when I read the newsletter and see those names of those I served with.

Linda and I wish you al the best.

Chuck and Linda Farrington



HI GUYS

I just thought I would like to just say something about the reunion. It is my opinion that everyone should be required to do one of these at least once a year. It really brought faith in the fact that my funny bone still functions.

It was so good meeting Bill Berg, Buc, Denny, Ken. I suspect that Bill Tapp had a howling good time too.

This turned out to be a secret mission for me to discover Bill Tapp's secret for taking naps and quickly falling asleep. His countdown usually lasts about 10 seconds. He follows the following routine:

- √ Roll over, (at this time, his right eye lid is starting to sag.
- √ Plump the pillow at least three times, (there goes his left eye lid, now both are about 1/2 staff).
- √ Roll back so he is laying on his back, eyes are both at 1/2 mast.
- √ Fold hands over chest, eyes are 3/4 shut.
- √ Cross feet at ankles lids are 7/8 closed.
- √ Take 4 deep breaths.
- √ With a one second delay, eye lids slam with a resounding crash resembling a distant sonic boom...

Anyone can do this! I have been trying all day and the only thing that happened was that my eyelids were getting black and blue from slamming shut. I think I better stick to observing. Some of these new techniques are only for the young.

Anyway, I just wanted to say that I had a blast and hope that everyone that attended did too.

Bill Berg, Denny and Bill Tapp took pictures. Hopefully, they will send them via the net. Have a great day, I found that they do get better, increasing their fun factor at least by the sum of the squares.

Harry Mendelson



10/16

Via e-mail

The Pelicans flocked to JAX last weekend. The gliding, swooping formations reminded me that I must have been born to be a Pelican. The playful swooping and joyful glidings were poetry in motion. The clusters, bunches and flocking were exciting to experience.

Observing the individual Pelicans was even more fun. There was Pelican 1330 (read, Izzo) who's rapid-fire banter kept everyone in stitches. Chuck Comeau was the 8

best *MOTHER PELICAN* that could have been picked!! “Brother Pelican” Geo Dean could banter or place benediction with equal grand perfection. Ken Gold, the patron saint of seaplanes, was awesome in his knowledge of places and topography. Tony Navarre has lost his wavy locks but the warm, loving demeanor was pure Tony. Bill Tapp, my new-found Pelican, is the epitome of giving and graciousness (Thanks for the Pelican hat, Bill). Harry Mendelson is still looking for the one something that he can’t master; any skill or information that he can’t assimilate. Dennis Trampe giggled for three days straight — completely messed up his curmudgeon image! Bill Berg, the Oregon Pelican, is an unflappable and lovable Pelican photographer with vast pools of knowledge in any area of electronic media — had the shutter snapping and smoking!

And then, by Sunday, Pelicans disappeared to winter feeding grounds to plan the next biannual migration. Hoping to see many more Pelican assemblages to flock to . . . I remain the honored recipient of *Patron Pelicanitis 45* . . .

Arthur “Buc” Buchanan
The Wisconsin Pelican

10/19

Chuck and Chuck,

Words can’t express how much I enjoyed the reunion. The opportunity to see all the friends from VP-45 once more has made my memories of the squadron all the more meaningful. The both of you put in a tremendous amount of effort to make this reunion come off, and I really appreciated it. I am sure there are others who helped and I hope you will pass on my gratitude to them also.

I thought the HolidayInn accommodations were very good and the hotel was very helpful with any request. Your choices of activities were excellent, and I enjoyed every one in which I participated.

I will always remember this reunion. You did a super job!

Bill Berg

10/19

Dear Chuck (Comeau),

The reunion was really a smashing success due much to your personal efforts. I just wanted to drop you a line and thank you. Since it was my first, I can only say it

would be a hard one to beat! The events, the speaker, the camaraderie and arrangements were superbly accomplished. I just hope the speaker is out every day giving that speech — this is the time for it!

I’m looking forward to the next reunion wherever you all decide to have. I must say I didn’t exhaust seeing the attractions in the Jacksonville area by any means this time.

Oh, I understand the dues were raised (overdue) and I still shall be happy to forward another \$100 to assure my life membership in the Association (*Ed. Note: You are grandfathered!*) I’m sure you all will be coming out with something official in the near future so I will wait until then in order to not confuse the issue (*Donations are always in order — and tax deductible!*)

Have a great day and, again, thanks very much for a great reunion.

Howard T. Ross, Jr.
CAPT, SC, USN (Ret.)

10/20

Via e-mail

Our group missed the business meeting in JAX. We were (otherwise occupied ☺) at the NAS JAX golf club and it appeared the members wanted to have the next reunion at some Naval Base. The talk was, that going west was too expensive. That is not a big thing with me, and maybe we could have an unofficial west coast version of a VP-45 meeting. That’s OK with me, too.

I must tell you that JAX was a good time. I have to also say that visiting the sub and the commissioning of the destroyer was fun. It was also fun to visit the P3 airplanes, but sad to see how they have to make-do with old airplanes and scrounge around for parts to keep them flying.

It’s always nice to have something (a reunion) in the winter months that gives the snowbirds a chance to warm up in the west. I am game for anything.

Take care,
Bill Tapp

10/31

Chuck,

We had a wonderful time at the reunion and I want to thank you for all of your contribution — past, present and future.

Unfortunately, we lost some of our reunion memories. 9

Someone picked up our camera the night of the reception (Friday). It has not been turned in at the hotel. I am hoping someone found an extra camera when they unpacked at home. It is a small, black, 35mm Minolta zoom camera. If anyone has reported finding it, please let me know.

We are going to Washington, DC for the World War II Memorial ground-breaking on the weekend of 11 November and I need to get the camera back or replace it by then.

Dave Sanderson

(Editor's Note: Below is an abridged article describing the WWII Memorial about which Dave Sanderson mentions above. You can understand his sadness at losing his camera and how important it was to get it back. It has not been returned to him as of this date.)

Article published November 8, 2000, in *The Toledo Blade* Newspaper

In the late 1980s, Mr. Durbin approached U.S. Rep. Marcy Kaptur (D., Toledo) at a Jerusalem Township fish fry to speak about the lack of a national memorial for those who contributed to the WWII effort. In 1988 the congresswoman introduced legislation for the monument.

In the coming years, Mr. Durbin traveled to Washington several times for Congressional hearings, fund-raising events, and planning meetings for the memorial. Back at his farmhouse, he spent endless hours at his electric typewriter or on his telephone pleading for support from politicians, media outlets, and veterans groups.

But after more than 12 years of countless letters, phone calls, and fund-raising appearances, the late Berkey-area mailman's crusade is about to take a more peaceful form as a series of graceful granite arches and pillars encircling the nation's Rainbow Pool and adorned with eagles and oak leaves.

A groundbreaking ceremony for the \$140 million national World War II memorial that has taken 12 years to plan and finance is scheduled for 11 a.m. Saturday on the National Mall in Washington.

The elder Mr. Durbin, nationally credited with the genesis of the project, died at age 79 in February of pancreatic cancer after a tireless campaign that eventually enlisted the fund-raising help of Bob Dole, the former senator and World War II hero, and Tom Hanks, the star of the emotionally-stunning WWII movie, *Saving Private Ryan*.

More than a dozen family members, including Mr. Durbin's

widow, Marian, are flying to the capital this week from the Toledo area, Minnesota, Arkansas, and Missouri. Granddaughter Melissa Growden, who is on the WWII Memorial Advisory Board, will symbolically turn a shovel-full of dirt at the event in honor of her grandfather.

Dave later wrote that the camera is still missing . . .

I'm off to Washington, DC for the ground breaking on Saturday. It's scheduled for 1:00 PM EST and will be covered by CSPAN. I don't know if it will be a live broadcast. Try and watch if you can. Roger Durbin is my uncle, so I get to sit in the VIP area. I'll be the one in the VP-45 hat. ☺.

If you read this and have the camera, do the right thing and return it to Dave. Editor.

— — — — —

11/00

Chuck,

Although I have never attended a reunion, I pay my dues and enjoy my newsletter. I'm not big on reunions so I don't feel like my answers to the Very Important Survey (VIS) are good for the decision making. I am responding out of the tremendous respect I have for all the work you do to help this organization running.

After leaving VP-45 I joined Delta Air Lines as a pilot and flew with them for 27 years before taking early retirement in November '96 at age 55. Since my retirement, I have attended some luncheons for retired pilots but I keep busy with my video production business. Perhaps I would attend a reunion if it were close by.

Keep up the great work for I know a lot of people look forward to reunions and the work has made this possible.

Gerald Grieser

— — — — —

11/00

Survey response.

R2K was very great. Chuck Comeau did a marvelous job. My wife, Ramona, and I met a lot of very nice people and that made our first reunion very enjoyable. Thanks to all.

Richard J. Mays

(Editor's Note: Richard asked for a copy of Harley Wilbur's picture-book on display at the reunion. He paid for all the copy and postage fees and says he is very pleased with his acquisition.)

11/00

Survey response.

Attended the reunion in JAX in '00. Well coordinated and planned. Had an absolute fantastic time. Neither Bill nor I felt out of place with either ground-pounders or flight crews. Well Done!

Judy Missler



11/16

Survey response.

I guess you could say that I would like to attend but wouldn't know many people, so the onus is not so great. If there were more names that I recognize I'd be more interested in attending. Maybe the scope is too broad in outfits included in this Association, or maybe I just did most of my growing out of the Navy. I like what you do and enjoy receiving the squadron information.

I was an aviation machinist mate in VP-45 (PBM's), 1950-52, and eventually a flight engineer and plane captain. I went to college after the Navy and earned a B.S. and M.S. with GI Bill help.

I would be interested in having some VCR tapes about PBM's, PBM-5S2's -- strictly seaplanes, and other prop jobs of immediate post World War II vintage. My growing-up experience included mostly prop jobs — AD's, AM's, SNJ's, SNB's, etc., then about four years in PBM-5S2. I always liked the F8F, the F5F, F6F, etc.

If we could somehow concentrate and get more people close by interested in squadron meetings it would give a local flavor and might strengthen the organization. If there were others from old VP-45 around it would be more fun and more interesting.

Sorry to be so unhelpful. I do appreciate the work you do.

Thank you,
Bob Scott



12/00

Pete and Thelma Morris sent a fine Christmas letter about their decision to retire in the Chicago area — and then their decision to look elsewhere for their permanent retirement location.

After careful study of areas and considerable consideration of their wants and needs for the future, and having visited Colorado before, they settled on that state. Why? As Pete says, "That's where the world becomes Beautiful." They built their home in Florence and are now settled in for good.



In Memoriam



John Frimodig	Unknown date
Fred Sender	Unknown date
Jerry Zariello	May 2000
Eric W. Pollard	June 2000
Robert O. Haskell	October 2000
John D. Stich	October 2000
Oscar O. Eswine	October 2000

The Pueblo (Colorado) Museum

The Pueblo Weisbrod Aircraft and International B-24 Memorial Museums located in Pueblo Colorado are expanding their operations into a new 30,000 square foot hangar that will be operational in early 2001. This expansion of the museum will allow us to display more items and develop exhibits related to the history of Naval Aviation.

If your organization at some time in the future should consider ceasing operation or would like to donate items for future display, please consider our museum as the eventual location to permanently store and display artifacts and information related to your unit. The Pueblo Weisbrod Aircraft and International B-24 Memorial Museums are nonprofit museums managed and operated by volunteers of the Pueblo Historical Aircraft Society. The membership of the PHAS numbers approximately 100 persons in southern Colorado and approximately 200 persons nationwide.

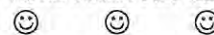
Jason Unwin <jbu@ris.net>
Secretary



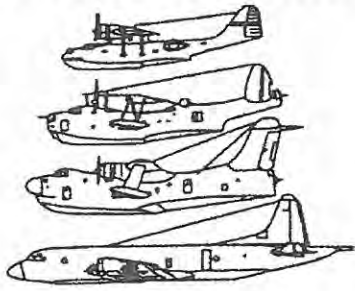
Ever Wonder . . .

Why isn't there a mouse-flavored cat food?

If Superman can stop bullets with his chest, how come he always ducks when someone throws a gun at him?



Pelican Tales



U U U U

The Before and The After !

1950's vs. 2000

By Bill Berg



A Few of My Recollections

By Philip G. Morris, ATC, USN (Ret)

I have been reading lately of some of the sights, sounds and other recollections of some of the members printed in the VP-45 newsletter. Here are a few of mine.

One of the first things that I remember about the Coco Solo operations was our Leading Chief, BMC Redmond, and his quaint way of calling all within sound of his voice to open/close the hangar doors to facilitate the movement of aircraft. His gentle call of **DOORS!!!** was a reminder to one and all not to continue on your walk to wherever, but to get the shoulders to the doors and PUSH. I have even seen the CO stop, reverse direction and get his shoulder to the doors, smiling all the while. Sometimes I wondered what the Marines on the main gate (about 1/2 mile away) thought — who? what? why? . . . are we being invaded? . . . what is that loud noise?

I had been assigned to the EE-6 crew after a short TAD period to the Naval Station driving a school bus into town. Happy to get back to my proper job (those kids were a handful) I got into the routine of being in PBM aircraft. I had previously been a PB4Y-2 Radio/Gunner, and the transition to hull, beaching gear and sea anchors was, to say the least, a bit different. Crew 6 was a fine bunch of men — officers and enlisted alike. Whenever we would get ready to go somewhere for a day or three, the crew would wait by the aircraft until all hands were there and the wives had delivered “goodies”. LT Novak, our PPC, had a wife who specialized in Angelfood cakes -- so light and fluffy I swear they assisted the aircraft in getting airborne. AO1 Elmer Friehe brought Boston Cream pies, courtesy of Mrs. Friehe, and my bride made three-layer white cakes with either chocolate, white or pink frosting. Goodies aboard, over the ramp we went.

After take-off the aircraft was checked for fire, smoke, oil leaks and gas fumes, and to ensure no parts had fallen off on take-off -- and the coffee pot connected and turned on. The first pot to brew went into LT Novak's coffee cup, the biggest cup I've ever seen. He'd say, “Thank you guys, the first pot is mine; the second one is for the rest of you.” That's the way it was. That's the way we did it. No questions.

Usually on returning home, Mr. Novak had a way to let the crew 6 wives know that we were on final. I guess that was also a warning to intruders to get out, crew 6 was inbound and coming home, but that's another

story. On final to the seadrome, he would change pitch on both props about three times and the resulting racket said, "Ladies, we're home, come get us." About half an hour after the arrival notice, the gals would get into the cars and head for the base, getting to the hangar just about the time 6 Boat was getting a freshwater washdown. Good timing, and the wives were never late!

I later ran into Mr. Novak, then Captain, Staff of the Admiral at NATTC Memphis. He was one of the first to congratulate me when I made Chief. My wife wrote me a letter at Norfolk, where I was going to Crusader College maintenance training on the F-8 fighter/photo at O&R NORVA, that Captain Novak had passed away. I have read in the *Naval Affairs* magazine over the following years of the passing of Elmer FRIEHAO1 (cream pies) and Andy SCAFIDI ADR1, who was second mech on 6 Boat for a while.

The memories remain, even though the people are no longer with us, and the memories of Coco Solo and the flying boat community are some of the best I have — even after VP-Landpalne, VFP and VA. The Boats were the best.

Philip G. Morris

.....

Swapping Stories Via e-mail Is Fun

Sunday, January 7, 6:14PM. From Hershel Spoor.

Harry, do you recall a sailor about your age who had a habit of being late for muster, and one morning his brakes failed as he approached the curb at the edge of the parking area by the hangar? The curb was about 18 inches high but it had a 45 degree chamfer on it, so when his bumper hit the curb it shot the car up and over the curb into the drink. I will always remember the incident but I don't remember the driver's name.

Sunday, 7 January, 18:56. From Harry Mendelson.

Lessee, a sailor about my age who had a habit of being late . . . ???

I wonder -- was that car an old Mercury convertible whose color may have been blue at one time? The top was really a rag and you could see it any night down by the ramp, with its owner siphoning gas from a 55 gal can of purged avgas???

Do you think he was from Michigan, held an AT rating and had a friend named Denny? Naw, I have no idea who that might be! I drove a black MG. Any of you

guys out there have any idea who that might have been?

#

Dennis Trampe replied:

Salute amigos. The incident you reference is indelibly engraved in my memory. I purchased a 1939 Mercury convertible shortly after I hit the Zone. Buck and I used it pretty much interchangeably. Yes, Harry, it was blue and it lacked a top. We drove like hell and prayed for no stops during the monsoons.

On the morning in question, I was standing at attention at muster. The Electronics division was on the far right, behind the coffee shack, so I had a clear view past the end of the hangar -- I had a clear view of Buck in my blue Merc convertible racing to make muster. He wheeled into a parking spot, went up and over the seawall and stopped with the rear bumper hanging on the seawall with the sea water lapping at the windshield. Kind of a festive occasion, as I recall. A bomb truck hoisted it back on the ramp and we went about business as usual.

On another occasion I was on the night check when Buck came wheeling in in a panic with someone's rear fender on the front bumper of my '47 Lincoln. Don't recall any unpleasant ramifications of that incident either. Our friendship has survived, for which I remain grateful. Keep in touch.

#

Sunday, 7 January, 22:39. Buc Buchanan wrote:

As I recall, I wasn't late for muster either (they hadn't called my name yet)! I've always depended on luck like that, Denny. Thanks for overlooking my many faults.

#

There's more, but to make it short -- Hersel Spoor bought the '47 Lincoln but couldn't remember from whom. Now he knows.

And Harry's '41 Ford was sold to Bill Berg and John Buche, who then sold it to Joe Brown.

Harry's share of a PT-19 located at the Colon Airport was bought by Chuck Caldwell for \$100. That plane, unfortunately, was donated to the inspector on its annual inspection because termites had eaten the wooden main wing spar — and none of the owners wanted to pay the \$500 to get it fixed.



A P5M Model

Ken Gold wrote to wish a Happy New Year to all Pelicans, and to congratulate himself, since no one else did, on reaching the 21st Century. So he bought a beautiful P5M-2 model from Pacific Aircraft in Arizona. On the Internet, go to www.warplanes.com, or contact them at:

Pacific Aircraft/Warplanes.com
14255 N. 70th St., Suite 5
Scottsdale Airport, AZ 85260
Toll Free: 1.800.950.9914
Local: 480.991.1811
Fax: 480.991.1853
info@warplanes.com

His model came with a VP-48 color/side number so he changed it himself to VP-45's 1 Boat. He plans to bring it to the next reunion for display, and says the model is done very well.

.....

Gene Martinez remembers two incidents that make him thankful for his life and blessings received: "Like the night we were looking for the missing plane from VP-49 in Bermuda. On our way back one engine quit then the other began sputtering. I was able to get Bermuda on the radar screen and that gave us hope. The other engine quit as we landed and a boat came out to get us. OR the time in Corpus when our rudder was shot and bent over. Thank God it stuck straight in line with the plane and we were able to make it back to base. We were not just survivors, we were champions."

.....

Shark on the Line

Seaplane folks know about beaching crews, ramps into the water for launch and recovery, swimmers in the water helping with beaching gear, etc. What some may not realize is that there are other critters swimming around in that sea water that are not so hospitable at times. A story was bouncing around the Internet among some of the members who remember those times (but not very well) about a shark caught off the ramp at Coco Solo. Here; therefore, is the definitive and factual story as told by "One Who Knows".

Hi-Ho Guys!

The debate has raged long enough!! Dug out my journal,

let the chips fall where they may!

Moray eel was speared by me on a diving trip to Galeta Point on 23 June 1956. Guys with me were Bill Tapp, Harris and Cape. Tapp you all know. Harris was in the beach crew. Cape was an AM on a flight crew, I think. The picture was taken by Cape with my Polaroid camera. We gutted the eel and found a freshly caught fish in his belly — neatly chopped in two. Gave the eel to Harris who, together with his beach crew buddies, threaded it on a hook on a shark line and threw it in the bay (by the ramp).

Next morning they discovered TWO sharks on the line! The first was a small "blue", or soup fin, shark. The larger SAWFISH shark had his sawblade wrapped on the line (a steel cable, really) and caught so securely that he (gender not really established or relevant!) was still attached when they hoisted the pair out with a bomb hoist. The sawfish shark measured 12 ft. 7 in. in length, and weighed 435 pounds. (So much for my memory — I remembered it as 1300+ pounds.)

Turns out Bill Berg (roving cameraman) got this on 8mm which, no doubt, is soon to be published for all the world to see. (*Editor's Note: Bill sent the VCR tape he had made of his, and others', experiences at VP-45, to the Association archives. It was shown at the R2K.*) I have a couple of Polaroids of the shark, one on the scale. Pic is very poor quality but you can clearly see (if you try hard) the "sawblades" on the snout.

Joe Brown

.....

A PBV Tale

William O. Goodman, a new member in July, sent his comments on remembrances while in Belem, Brazil in 1944-45: "Wasn't married while in the squadron. We lost four PBV's during the tour in Belem. One on Ascension Island in which all hands were lost on take-off. Two were lost at sea near Fernando de Noronha, east of Natal, but no souls were lost. One in the jungle north of Belem with the loss of all hands.

(*Editor's Note: That last one took the life of LCDR Calder Atkinson, the CO of the squadron. The editor has obtained LCDR Atkinson's ID tag from one of the Brazilians who was on the scene. His nephew, a Brazil Air Force Officer, contacted the Association and was instrumental in the exchange. If we can find the next-of-kin, we will offer the ID tag to them. So far we know his wife remarried and is deceased and there were no children. The Missing Persons Branch of BuPers is helping.*)

Anyone remember the night at Belem that most of the

squadron slept on the runway waiting for a blimp with a very sick sailor on board who was operated on in the ambulance on the way to the Army Base Hospital?"

(Bill was a Bombardier-Bow Gunner with Crew M whose pilot was LT Hagen and First Radioman was William G. Neimyer. Welcome Aboard!)

.....

Another Fish Story

Arthur "Buc" Buchanan also joined us in July and sent this sea story about duty/fun at Coco Solo:

"We fabricated skin diving equipment -- used fire extinguishers filled with air from the sheet metal shop -- regulators and web straps from the parachute loft -- surgical tubing from sick-bay. Then made spear fishing guns, called Reef Rifles -- invented by Jerry Rookasin -- (a piece of bamboo 8 inches long with a 3/8 inch steel rod and nylon cord). We fished off the reef at Galeta Point and below the spillway of Gatun Locks. Caught many fish."

.....

More About That PT-19

Buc (see above) wrote to Harry Mendelson (who sold his share of the PT-19 to Chuck Caldwell):

"Hay Harry -- Did you know that the cast on John Davidson's leg was the reason that I quit flying PT-19?"

"The story is that John and I were at the airport one day (he was in the cast) and we wanted to fly, so up we go. We were about 5 miles off the coast at about 5000 feet when John, who was in the back cockpit, wanted to take controls. He flew a while and we were practicing climbing turns. John's cast dropped down and wedged between the metal bucket seat and the rudder pedal. We did a classic hammerhead stall, flipped over on our back and started toward the ocean, nose first.

"Any direction I looked, all I saw was water. At 50 feet off the water I finally got control, pulled out of the dive, flew directly to the airport, landed taxied up to the hangar, got out -- and sold my share to the fellow who was standing there.

"I asked him if he wanted to buy my share. He said he didn't have much money. I asked how much he had. He said, '\$1.50.' I said, 'Sold!!!!'

"I got in my car and never looked back. That guy was named Harry Mendelson. He sure was a nice guy and I don't remember if I felt guilty or not."

Coco Solo O Club 1955



Coco Solo O Club 1999



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VP-45 Mememto Articles

The squadron has many items for sale in their store. For details and/or a price list, write to:

PATRON FOUR FIVE

Command Services Department

FPO AA 34099-5918

The Editor has a item/price list dated September 2000 if you would like to check on an item first.

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Sea Stories

From Joe Brown's CW bug (code speed key) box:
20 Dec 1957. P5M-2 flite. USN NAS Bermuda. LN-5. Pilot: CDR Sorenson. Radio Brown/Smith. Comm: 5725.5 kcs.

1600 APU started

1700 Engines started - head of ramp

1710 Over the side

1714 Off the buoy

1726 APU crapped out--secured same. Port AC Generator across the bus. (APU voltage dropped to 90 volts) APU oil checked, unit visually checked--appears normal--restart attempted--will only go to 90%. APU shut down, calling it a day.

1750 Missed buoy--props stuck in reverse--engines cut--drifting ashore--APU restart--will not come on, stopped. Beach Crew beaching boat pushed us off shoreline, then towed us to buoy.

1800 On the buoy.

(Times GMT, probably)

J Brown

Joe's story #2

On July 1, '56 -- I was awakened at 0530 by Matheny (barracks fire watch, I guess) and told to get my gear together and get to the ramp for a 0600 early flite on 11 Boat for Corpus. (Was sent by Chiefs Sullivan and Bridenbaugh to help get the "ham shack" going in Corpus -- weeks early -- for the NARMID thing.)

Talked the mess cooks out of a boiled egg and a slice of bread (dry) at the chow hall, made mad dash for the ramp. Lovric (Plane Captain, 11 Boat) and crew were about to put the plane over the ramp. NOBODY had told either Lovric or the PPC, CDR Muir, that I was 'sposed to be on that flite, and they didn't buy my story. As I had nothing but the relayed verbal orders, gave it up, unloaded my gear, and trudged back to the barracks. So you see, it wasn't all roses!!

Adio!!
Joe B

.....

VP-45 Sailor of the Year 2000

The squadron announced the selection of its Senior and Junior Sailor of the Year in November.

The JSOTY is Norman Nichelson AMS3, Day Shift Supervisor in the Line Division.

The SSOTY is Diana Wunder AS1(AW), Command Services LPO.



(L to R): XO CDR Hugh Cook, Nichelson AMS3, CO CDR Dennis Sinnet, Diana Wunder AS1(AW), Gary Hartley CMC MCPO.

VP-45 Photo



A Christmas Card

BEST WISHES
FOR A MERY CHRISTMAS
AND
FOR A HAPPY NEW YEAR

RED AND GOLD GREETINGS ARE IMPOSSIBLE THIS YEAR, SO I'VE TRIED TO COMPENSATE FOR THE BLACK AND WHITE ONES BY INCLUDING AS COMPLETE A LIST AS I HAVE OF THE PERMANENT ADDRESSES OF THE OFFICERS WHO WERE ATTACHED TO VPB-205 WHILE I WAS - SPECIFICALLY, FROM 16 FEBRUARY 1944 TO 9 NOVEMBER 1945.

AND HERE IS THE HISTORY OF 205 FOR THE PAST YEAR IN CAPSULE FORM: AFTER SPENDING ELEVEN MONTHS IN THE PACIFIC, HAVING BEEN BASED SUCCESSIVELY AT HAWAII, SAIPAN, OKINAWA, AND JAPAN, THE SQUADRON WAS ORDERED BACK TO THE STATES AND DEPARTED ON 14 NOVEMBER, TO ARRIVE EVENTUALLY AT SOME POINT ON THE EAST COAST.

AS FOR MYSELF - IN CASE YOU'RE WONDERING ABOUT THE RETURN ADDRESS ON THE ENVELOPE! WHEN THE SQUADRON RECEIVED ORDERS, I, AS GROUND PERSONNEL, GOT CAUGHT WITH MY "POINTS" DOWN, NOT BEING ELIGIBLE FOR DISCHARGE UNTIL 1 DECEMBER, I WAS TRANSFERRED TO THE GEORGE FOR THE REMAINING THREE WEEKS.

HOWEVER, I'LL BE LEAVING HERE IN A FEW DAYS, SO USE MY HOME ADDRESS IF AND WHEN YOU WRITE TO

s/s Joe Wagner

The above was sent to our archival files by Bob Beaudoin

.....

Puff Ball One

About early February in 1950, PATRON 45 received orders to deploy to Halifax, Nova Scotia, for training exercises in cold weather seaplane tender operations.

The word came down to check out our de-icer systems. As luck would have it, our starboard de-icer boot had a leak and some cracks that were possible future leaks. The metalsmiths got the job started but were short-handed, so we had to give them a hand to complete the job on time for deployment. With a lot of help and many man-hours, we got the job done.

I failed to mention that this is the skipper's plane, Puff Ball One. Puff Ball was the code-name given to all PATRON 45 aircraft.

The squadron took off for Halifax. When we got there, Puff Ball seven struck a piece of debris and ripped a gash in its hull. Thanks to quick thinking and fast action on the crew's part, they were able to rig the portable bilge pump and keep the plane afloat until it was successfully beached.

On this same deployment, Puff Ball One -- on our return trip to Bermuda -- rigged for JATO take off, was taxiing downwind. The Ordnanceman was in the waist station trying to arm the JATO bottle when the plane rolled to starboard. The hatch holding the bottles swung out violently, the hinges snapped off and the hatch fell into the bay.

I was manning the flight engineer's panel at the time and was in a position to see the reaction of CDR White when he received the report from the waist station. He threw his hands up, jerked his earphones off, and said something -- supplying a few choice words along with it to the copilot. After regaining his composure, he radioed the tender and they sent out a crew qualified in damage control. They took a few measurements, went back to the tender and returned in a couple of hours with a sheet of plywood and a few lengths of 2X4's, placed the plywood over the hatch, braced it from the inside of the plane. Puff Ball One was in business again!

After a very long takeoff run, we got airborne, flew back to Bermuda without further incident. Bear in mind this happened over 50 years ago. Some of the men are no longer with us. If they are, I would love to hear from them. Ironically, we did not need the de-icers.

As best I can remember, here is the crew list for Puff Ball One that day: CDR White, ADC Williamson, ARC Fulstone, AT1 Pfiefer, AO1 Yarbrough, AD3 Cat

Morgan, AD1 H. Steve Carbo. Maybe two or three more whose names I can't recall.

Best regards,
Steve Carbo

.....

Richard E. Lappi, who was an AMH2 and second mech in LN-2 in 1960 and first mech in LN-10 in 1961, wants to know ... *Who Remembers* ... ???

1. Water skiing behind P5M-2 seaplanes on Little Sound, Bermuda -- 1960 or 61?
2. On return to JAX (long hot patrol) tapping beers at 9000 feet and found themselves higher than our seaplane?
3. What LT PPC designed our Red Dart? He's a commercial artist?
4. What went wrong with depth charges & rockets off Bermuda Shores?

If you remember, let us all know!

.....

Oh, Those Winter B&E Runs to Norfolk

I never had the pleasure of running into the beach with a P5M, but almost did in Norfolk bay.

We flew out of Bermuda and I was working the radio and getting ready to go on Xmas leave. Went down the ramp went thru the pre-flight check and the mags were dirty and they had to burn them out. So we bounce around Bermuda bay for about 45 minutes in about 3 to 4 foot waves. Finally got everything working and took off for Norfolk. We had a desk top chief getting his four hours in to quality for flight pay. I played around with the loran and guides up to Norfolk. It was dark and the weather was bad at Norfolk. We made several attempts to land in the bay but could not connect with the landing lights in the bay.

They recommend we go to Liz City in N.J. So we flew up there and the weather was also bad. After a couple of passes there with no luck we went back to Norfolk, which was supposed to be clearing. As you might suspect we were burning up fuel, and the 45 minutes messing around the bay in Bermuda did not help matters much. Pilot, cannot remember who, was chatting on the intercom about our situation. The chief had a headset on and he did not look too good at this point. Me, I'm 20 years old and have no fear. And I really couldn't do much about it anyway.

Go back to Norfolk, gas gauge is getting lower and

lower. The weather was still bad but patchy. Make a few more passes at landing. Pilot over the intercom announced that we are going to make one more pass and then land out in the sea. Well, the chief's eyes really got big over that one. So here we go and the fog is still patchy. As we approached about 100 feet, I guess, I heard the pilot say "Spotted lights and will make a landing." Big smile from the chief.

We hit the deck and the engines are on full rich and they pull back on the throttle a little bit too much. As soon as we hit the water they kill both engines. The mags on each engine are now shooting fire out each side and the pilot is working to restart the engines. I am watching out the front window and I see the land approaching at about 75 knots. No engine -- just cruising down the bay into the lights of several houses. After about an eternity (it only seemed that long) the engines fire up and they have control of the plane. All during this the chief is probably saying "I really earned this flight pay." Got up the ramp and out of the plane.

I always wondered if someone in those houses looked out of their window and saw, thru the fog, this big gray thing spitting fire and heading straight toward them. What would they do?? Pray I hope.

When I started to get ready to hit the sack, it hit me what we just went thru. It was really great being young and either not being afraid, too busy to worry about it, or just plane stupid. It was probably a little bit of all of these things.

Take Care
Bill Tapp

.....

HEDRON Supports VP-205

The picture below was submitted by Van L. Booth who was an Ordnanceman in the Fleet Air Wing HEDRON. He reports that the duty they performed was to see that VP-204 and VP-204 were provided with all the ordnance they needed to perform their jobs. That included the supply and repair of machine guns, adequate supply of bombs, other ammunition and related ordnance.

Van said that most of the personnel were also aircrewmembers and often called upon to give the two squadrons' regular crewmen a little rest once in a while --and to get their flight time for pay. Often they had to go down to South America to reload the planes with depth charges and ammunition.

He also mentioned that his was the first group to get a seeking device that was Top Secret for a while, but the Germans finally found out what was being used against them. That's when they would stay on the surface and take their chances. He remembers that quite a few of our planes were shot at and hit, and that some aircraft and crews were lost to submarine gunfire.

His e-mail address is <booth1924@aol> if you would like to correspond with him.



Headquarters Service Squadrons backed up and supported several area squadrons and any that passed through.

.....

Navy GCA/ATC Association

The GCA Association will hold its next reunion in Las Vegas, probably the last part of September 2002. For more info, visit the web page at <www.intcomm.net/~ansew/gca.html>. Be sure to include that little ~ in the address (to the left of the number 1 on a standard MS keyboard).

.....

USS Hornet Club Reunion



Reunion scheduled for Sept. 5 - 9, 2001 in San Antonio, Texas. For details contact Roni Massé at ushornet@sunline.net or http://sshornet.webjump.com.

From The Editor's Desk



This newsletter is quite long, and enclosed with it are the active member roster, e-mail address roster, R2K supplement, and a ten-year newsletter index. If you find any errors or omissions in any of them, please let the editor know.

We have received a number of letters and sea stories since the last mailing, so as many as possible and feasible are packed into this edition. We are able to reserve a few already in for the next newsletter, so get your pencil, or whatever, out and let the members know your experiences, sea stories or recollections. We keep all of them in our archival files and print as many as possible, but ALL are important. *First-person stories are treasures that will not pass this way again!!!* A picture is still worth a thousand words, so send them in, too. Anything you want returned will be copied and the originals returned to you.



Say What ???

Dues Increased at the R2K Meeting

As the minutes of the meeting included in the reunion supplement will show, there are pressing needs to increase the membership dues. Dues have been at \$10 annually since beginning in 1990, and costs have risen dramatically since then, as you probably will agree. There was a lively discussion and the majority of members present, after hearing the Treasurer's Report, voted for an immediate increase in dues. The dues, effective immediately, are: \$20 annually; for five years, \$75; and for Life, \$200. There is no additional amount required from those who have already paid in advance under the old schedule.



The P5M at Pensacola

As you may recall, our Association has donated \$6000 to the museum, \$5000 of that specifically for the up-keep, etc., of the P5M on display. In August Mort Eckhouse obtained the following information regarding the work progress on the aircraft: Man-hours expended on exterior over the past four months, 1920 including supervisor hours; cost for exterior man-hours, \$20,186; man-hours in the interior, 80; cost for interior material, \$50; cost for interior man-hours, \$1200.

Below is a picture of the flight deck as of 8/2000.



And below is the electronics bay under the flight deck.





TREASURER'S REPORT

Beginning Balance
March 1, 2001 \$18,069.42

Income

Dues	\$2,997.00
Donations	45.00
Interest	118.89
Money Mkt Interest	79.43
Registrations R2K	3,178.77
Total Income	\$ 6,300.20
Total Capital	<u>\$24,369.62</u>

Expenses

Printing/Postage	\$ 688.55
Annual Incorp.Fees	20.00
Total Expenses	\$ <u>708.55</u>

Ending Balance
1 March 2000 \$23,661.07

** Note: Money Market Bal. \$21,748.10
Checking Acct Bal \$ 1,912.97


D. R. Johnson, Treasurer
7814 Bay Meadows Drive
Pensacola FL 32507-1518

Mariner/Marlin Association

It may be over by the time you receive this, but the M/M annual reunion will be in Tucson April 18 - 21. Contact Doug Anderson for any last-minute communication at (703) 892-5893 or <dandfreddy@aol.com>



PATRON FOUR FIVE Association

 Our next reunion is tentatively scheduled for October 2002 in San Diego. The reunion supplement to this newsletter has the preliminary data on the planning, and firm details will be forthcoming in the next newsletter.



Some Other Reunions

VP-4. PNS, May 17-20. Info (405) 321-0287.

VP-106. Branson, June 11-15. Art Hacker (321) 242-1937. <wood610@worldnet.att.net>.

VP- 44. Daytona Beach, Aug 16-19. Ray Beck (407) 894-6742 <raybeck55@hotmail.com>.

VR-21. Reno, June 14-16. William Schweitzer (775) 972-1391 <cschweitzer2@earthlink.net>

TANGIER (AV 8). PNS, May 5-13. Carlton Dauge (850) 537-4012.

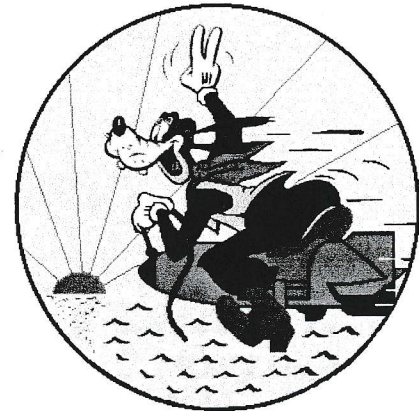


Remember !!

Your first-person recollections and pictures are treasures for our archival files and newsletter articles. Don't delay sending yours.



Newsletter address:
PATRON FOUR FIVE ASSOCIATION
1061 Arnold Way, Alpine CA 91902-2721
<cbc@cts.com>



The Pelican Post

of the

PATRON FOUR-FIVE ASSOCIATION

President Tom Golder
 Vice President Chuck Comeau
 Treasurer Dave Johnson
 Secretary & Newsletter Editor Chuck Caldwell

Newsletter # 28

September 2001

PLEASE READ THIS

ALL HANDS: NOTE THIS CHANGE. Dues are \$20 per year 11/1 to 11/1 (\$75 for five years and \$200 for Life Membership). Roster and e-mail addendum are included for members' personal use only. If you change your address please inform the Editor so we will be spared the charge the USPS makes for each correction notice. If this edition is forwarded to you by the postal service, we will have automatically received your new address and been charged for the service.

PRESIDENT'S MESSAGE

Tom Sez . . .



There is important info in this issue of the Pelican Post! **First** of all, please take a look at the information on the **San Diego Reunion 2002**. For those of you on the west side of the Mississippi, we are finally having a reunion on the West Coast. For those of you on the east side of the big river, here is a great opportunity to revisit San Diego — it is probably a long time since you have been there. **Now**, take advantage of the reduced rate for a hotel room (if you find a cheaper room it will not be as nice as the one we have waiting for you) and partake in the special events of the famous Fleet Week, a very special time that only happens once a year in San Diego. Members at JAX voted to have the next reunion only at a city with "Navy Presence." **You will find NO city with more Navy presence** any time of the year, but throw in Feet Week and you will come away from the Reunion full of pride in your Navy. As you read on to the other info on the Reunion 2002, you will find that we have a commitment for at least 100 rooms. I hope that we exceed this number but, to insure that the reunion is financially viable, I urge you to help out by making a long range commitment by planning to attend and hold to that decision. I am sure that you will not be disappointed! **Tom Golder**

Notes From All Over



There are 11,534 words in this newsletter -- but you don't have to count them unless you want to. Just read 'em.

.....
• There are TWO
• envelopes with this
• newsletter. Send
• dues to Dave
• Johnson only.
• Surveys go to Tom
• Golder.
•

Leaders at Sea Visit VP-45

by: LTJG Christopher Artis (PAO)

Eight distinguished visitors representing the Navy League Leaders at Sea Program toured the hangar decks of VP-45 on Friday, June 15, 2001. Their purpose was to witness first hand the fleet-essential capabilities of the P-3C Orion Aircraft Improvement Program (AIP) platform. While on board VP-45, the representatives were given just such an opportunity as they joined one of the squadron's aircrews on an AIP and Maritime Patrol and Reconnaissance (MPR) demonstration flight.

The Navy League Leaders at Sea Program is designed to educate influential members of the local community about the people and operations of the Navy's sea-going commands through personal observation of the daily contributions and operational capabilities of our nation's first lines of defense. The program selects a group of citizens comprising community business leaders, school system administrators, and local political leaders and then directly exposes them to Navy operational procedures, endeavors, and technological innovations.

Following a video presentation and MPR briefing from Commander, Patrol and Reconnaissance Wing ELEVEN, CAPT James Cardosi, the distinguished visitors were escorted to VP-45's spaces where they were greeted by the squadron's Commanding Officer, CDR Hugh Cook. The repre-

sentatives then boarded an AIP aircraft where Combat Aircrew Two took them on an MPR and AIP demonstration flight. The two-hour demonstration flight afforded the aircrew an opportunity to exhibit the weapons employment and real time imaging capabilities of the AIP platform and the role it can play in battle group operations. Following the flight, the distinguished guests, Commanding Officer, and aircrew gathered together during a luncheon held in the squadron's wardroom, providing each member an opportunity to interact with squadron officers and discuss the capabilities and operational relevance of MPR aircraft. By the day's end, the Navy League representatives departed the squadron's spaces having enjoyed an informative and exciting personal flight experience. This event bolstered the Navy's efforts to forge a strong partnership and relationship with Jacksonville community members.

The Leaders at Sea visit proved to be an illuminating one for the eight special visitors welcomed aboard VP-45's spaces. The personnel of VP-45 thoroughly enjoyed the opportunity to display some of the spirit and cutting edge technology that keeps our national defense forces the best in the world. The relationships that were established on this day will no doubt contribute to the maintenance of a long-standing partnership between local military and civilian leaders in the years to come.

Shift Colors

The Newsletter for Navy Retirees

The Navy Bureau of Personnel publishes a newsletter familiar to all retirees on a quarterly basis. Until now the publication was mailed to retirees only. If any data was important to any recipient, it had to be copied or cut from the publication.

Shift Colors is now available on the Internet for anyone with web access to read — and there are many articles of interest to those who spent time in the Navy but not long enough to retire. In the April-June 2001 issue, for instance, there are articles about how and where to obtain personal records generated while on active or reserve duty. In each issue there are now pages of *Upcoming Reunions* whose dates are sent to BuPers for dissemination to all retirees — there are nine pages of them in the April-June issue.

On the Internet, go to www.bupers.navy.mil/periodicals/shiftcolors/index.html, to view the last few issues. They are in Adobe format and one issue will take about 3 to 4 minutes to download with a 56K modem.



VP-45 Participates in Earth Day

By: LTJG Chris Artis VP-45 PAO

For more than 200 years, the United States Navy's mission has been to defend our shores from all enemies, foreign and domestic. Today, that mission has expanded to include protecting the environment in which our Navy operates. This past weekend, the Chief of Naval Operations' Environmental Protection, Safety and Health Division teamed up with VP-45 to participate in an "Earth Day" celebration held at The Landing in downtown Jacksonville. There, the Mighty Pelicans put on a display that re-emphasized our fleet's commitment to environmental quality.

The VP-45 Pelicans are continually looking for

opportunities to contribute and give back to the local community. Celebrating Earth Day with their Jacksonville friends provided a perfect opportunity. The Mighty Pelicans arrived decked out in flight gear to man the Navy's Environmental Quality Booth there on the boardwalk. LT Stewart Keiner and LTJG Donny Williams discussed and answered questions from the public about the forward-thinking policies and leading-edge technologies currently in use and under development by the U.S. Navy. Members of the public were given the opportunity to try on various pieces of flight gear worn by the aircrews of VP-45. Assisting them was LTJG Kalan Mceuen who carefully explained each item's purpose and functionality. "EQ Pelican," the Chief of Naval Operations' Environmental Protection, Safety and Occupational Health Division mascot, was on hand to walk up and down the boardwalk, meeting and greeting child and adult alike. Played by LTJG Chris Artis, the furry pelican mascot was a real hit with the kids, captivating their attention while simultaneously teaching them about environmental quality. Throughout the day, members of the Pelican Team discussed environmental programs, answered questions, signed autographs, took pictures, and interacted with the public demonstrating VP-45's commitment to community service and the environment.

The United States Navy has exhibited an impressive commitment to environmental quality and an assurance to every community that our ships leave a clean wake. VP-45 is a proud participant in this endeavor. Through these continued efforts, our great nation's shores and the world's environment will remain well protected for the next 200 years to come



VP-45 Paints the Town

By: LTJG Chris Artis VP-45 PAO

On Saturday, April 28, 2001, members of VP-45 gathered in Westbrook Park to participate in Jacksonville's "Paint the Town" project. The program asks for volunteers to help

paint and refurbish homes of senior citizens around Jacksonville. Fifteen of VP-45's finest were on hand to re-paint the home of Mrs. Betty Dosman, a retired senior citizen of Jacksonville. By the end of the working day, Mrs. Dosman had a newly painted house and the mighty Pelicans of VP-45 had a new friend.

VP-45 wasted no time getting started. The Pelicans grabbed paintbrushes, paint, and ladders and attacked the house at every angle as if they had been refurbishing houses all their lives. The volunteers left no exterior portion of the 70 year-old home unpainted. Each member of the squadron paid particular attention to the trim, railings, and valences around the house, carefully detailing each part as if it was their own home. All through the morning, the Pelicans worked feverishly to complete their mission by painting the entire home. So dedicated to this objective were the volunteers that when offered a free lunch, VP-45 declined. "Let's just keep going and finish the job," exclaimed AW1 (AW) Sydney Harris. All members were in agreement, and so the Pelicans persevered until the job was done.

Just as the Pelicans were finishing with the last touches on the house, the owner, Mrs. Betty Dosman, came out to meet the hard-working painters bringing new life to her home. Mrs. Dosman is an 85 year-old widow and resident of Jacksonville. She sat and talked with members of VP-45, expressing her sincere gratitude toward each volunteer that gave up their Saturday to come and help her. She conceded that none of the refurbishing could have been accomplished without the dedicated assistance of the squadron volunteers. By 1300, VP-45 had completely finished painting the home. Mrs. Dosman was very pleased with the outcome. VP-45 was proud to have made a difference.

VP-45 continually looks for opportunities to serve and give back to the Jacksonville community. The "Paint the Town" project provided just such an opportunity. The Pelicans are thankful to have been given the opportunity to contribute in such a direct way to the community. By committing themselves to beautifying Mrs. Dosman's home, the Pelicans found a way to boost the spirit and personal pride of their new friend. In so doing, each member of the Pelican Team demon-

strated that deep "PELICAN PRIDE" and took great satisfaction in contributing to the Jacksonville community.



VP Sailors Save Two Lives

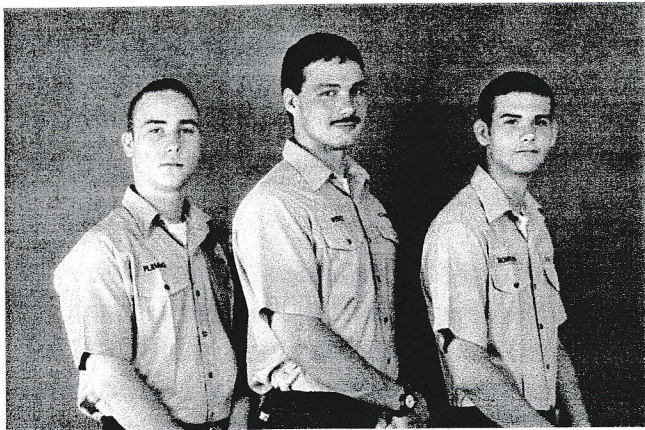
by: LT Kim Jagiello, VP-30 PAO & LTJG Chris Artis, VP-45 PAO

When a crisis or emergency situation arises, it is imperative that those who are rendering aid remain calm and leveled-headed. This technique will allow those on scene to accurately assess a given set of circumstances, decide on the most appropriate course of action, and act accordingly. This is easier said than done. Often the scene of any emergency situation is chaotic and time is pressed. On Sunday, July 1, 2001, VP-45's AN Donald Thompson and VP-30's AWAN Nicholas Flemming and PRAN Brian Wertz were presented with just such a crisis. Maintaining a collected thought process, AN Thompson took charge of the accident scene, accurately assessing the situation and appropriately delegating responsibilities to both AWAN Flemming and PRAN Wertz. Working together, these Sailors took a course of action that stabilized the situation and greatly contributed to saving the lives of two very fortunate civilians.

While driving across the Buckman Bridge during the early morning hours of July 1, the three junior Sailors were suddenly passed by a vehicle traveling in excess of 120 MPH. The vehicle began weaving in and out of traffic, finally fishtailing, hitting a guardrail, and losing control. "We watched as both passenger and driver were ejected from the car as it rolled over and over," said AN Thompson. AN Thompson immediately maneuvered his own vehicle in order to block the lane in which one of the victims lay, essentially using his car as a protective barrier for the two laying on the pavement. AN Thompson, AN Flemming, and AN Wertz wasted no time taking action. One victim, a 20-year-old male, lay unconscious as AN Thompson attempted to evaluate the young man's condition. AN Flemming rendered aid to the other accident victim, a 19 year-old female, who lay conscious

but incoherent and obviously disoriented. AN Wertz called 911 and directed traffic around the accident scene. AN Thompson, utilizing several years of medical training, administered first aid to one victim while simultaneously directing the efforts of AN Flemming. Both immobilized the victims to prevent additional spinal injuries and accessed and treated their wounds while preventing the onset of shock until more qualified help could arrive. SGT Craig Harrison, an off-duty Mayport police officer, arrived to find that the three Sailors had managed to stabilize the two victims. "Upon my arrival, I could see that the three identifying themselves as first responders knew exactly what they were doing. Confident that the accident victims were in good hands, I called for backup and helped direct traffic," SGT Harrison said. "By remaining calm, combining efforts, and working together as a team, the three young Sailors were able to bring order to a tragic accident scene and help save the lives of the two victims."

The Navy's Maritime Patrol Fleet is proud of AN Thompson, AWAN Flemming, and PRAN Wertz and their contributions on the night of July 1, 2001. As a result of their decisiveness and skill, both of the accident victims are alive and well today.



Left to Right: Flemming AWAN, Wertz PRAN, Thompson AN



**VP-45 and Cedar Hills Elementary
Participate in Junior Achievement Day**

By LTJG Donny Williams

On Monday, May 7th, 30 volunteers from Patrol Squadron FORTY-FIVE traveled to

Cedar Hills Elementary School to teach the 400 students a full day of lessons about free enterprise and the importance of staying in school. The Pelicans have once again proven that they are dedicated partners with their West Side school by investing time in their annual Junior Achievement Day.

Junior Achievement is a non-profit organization financed by business, foundations, and individuals. The purpose of Junior Achievement is to educate and inspire young people to value free enterprise, business, and economics to improve the quality of their lives. Since its founding in 1919, Junior Achievement has contributed to the business and economics education of young people in the United States and in 103 countries worldwide. Junior Achievement is the largest, fastest growing non-profit economic education organization in the world. It reaches over four million students worldwide, including 15,000 Jacksonville area students in over 100 First Coast Schools. Junior Achievement recruits volunteers from business, government, as well as the military to teach the economics based curriculum and serve as role models for the students. The VP-45 Pelicans taught the Cedar Hills Elementary students to better understand how to use information, apply basic financial skills, think critically, and solve complex problems.

The day started with a flag raising ceremony led by the Cedar Hills 5th grade Honor Guard. Students, teachers, VP-45 volunteers, and Junior Achievement staff sang the National Anthem followed by the Pledge of Allegiance. Opening remarks followed by Cedar Hills Principal, Mrs. Kerwyn Neal. "This is an important and exciting day for both the students and the volunteers" said Mrs. Neal. "The hands-on learning techniques combined with the role models of VP-45 squadron members make it a unique and impressionable learning experience for the children."

Junior Achievement program organizers Julie O'Connor and Laurie Creech provided the training and materials necessary to prepare the volunteers for their day as teachers and mentors. The program teaches students about the role business

and economics play in their families, community, nation, and the world. Five separate one-hour lessons are designed for each grade level. The lessons are normally taught one per week for a five-week period, but the Pelicans taught the entire curriculum in one full school day. The theme for the day was to stress the importance between school and future success. One of the huge benefits of the program is that it demonstrates to the students that they cannot quit school early, get a job minimum-wage paying job, and be set for life. The program taught the children to set their goals high.

VP-45 firmly believes in the lessons they teach the students and feel good that it inspires young children to value the free enterprise system. The Pelican volunteers get as much out of the program as the kids do.

“It’s so good to have the Pelicans back here again to teach at Cedar Hills,” said Principal Neal. The teachers and staff felt that it was especially inspiring to see some familiar faces. Over half of the volunteers this year have volunteered for past Junior Achievement Days held the previous three years, showing VP-45’s dedication to the school year after year.

At the end of the day, the admittedly tired volunteers most common question was “When can I come back again?” “It was a hard day, but I absolutely loved it,” said MS1 Tom Tedesco. “My 3rd graders were very enthusiastic to learn everything they could about trade and industry.”

VP-45 promised the students they would be back in November before the next deployment for another Junior Achievement Day so that this relationship would continue to grow. VP-45 believes it’s sailors receive tremendous satisfaction working with the children. Not only are the kids energized, but ‘Pelican Pride’ is on the faces of the young Sailors.

The Pelicans are already planning future events with Cedar Hills Elementary before the end of the school year continuing on to next year before VP-45 leaves on deployment. The relationship Patrol

Squadron Forty-Five has with Cedar Hills Elementary is truly a win-win situation. The Pelicans are motivated to continue mentoring the students of Cedar Hills for years to come.



VP-45 Receives *Golden Wrench Award*

To recognize the superlative efforts and achievements of the Maintenance Department in maintaining the highest degree of aircraft readiness and safety, VP-45 was recently formally awarded the *Golden Wrench Award for Aircraft Maintenance Excellence* for the year 2000.

The *Golden Wrench Award* is awarded annually to the Maritime Patrol Squadron that executed the most flight hours while minimizing aircraft down time, demonstrating maintenance ingenuity, and experiencing no ground safety mishaps.

VP-45 met all mission tasking head-on in the year 2000, including a challenging deployment to Sigonella, Italy. While deployed, the squadron’s maintenance department achieved an 82% aircraft mission capability rate. This level of readiness led to a 95% sortie completion rate covering over 5,000 flight hours. This unparalleled success was due to the dedicated Pelican Maintenance Team, whose efforts kept the Pelican aircrews flying over their targets. The squadron has currently logged more than 216,000 mishap-free flight hours over the past 32 years.

The trophy for the *2000 Golden Wrench Award* was presented to the squadron by Commander Patrol and Reconnaissance Wing 11 on Monday, July 30, 2001. The Wing Commodore expressed his highest praise to the Pelicans assembled that morning; “VP-45 continually endeavors to set the example and then follows through with unprecedented success.”



Preview of Fleet Week 2002

The following information was recently published

in The San Diego Union-Tribune newspaper and gives an excellent indication of what our members can expect the following year for our reunion during Fleet Week 2002.

San Diego's annual salute to that institution "Fleet Week San Diego" -- is undergoing change, and now will be run by a nonprofit foundation instead of the San Diego Regional Chamber of Commerce.

The annual event, taking place in October this and next year, showcases the military's presence and has grown in scope and attendance to the point where it needed its own leadership, Fleet Week supporters said. *Fleet Week, in one form or another, has been celebrated in San Diego for 15 years.*

The newly formed San Diego Fleet Week Foundation wants to take the military-appreciation event to another level, as well. It plans to raise money for charitable causes that help enlisted personnel and spur awareness of the military's economic and social importance here. Retired Vice Adm. Pete Hekman, is Fleet Week San Diego 2001 chairman.

Yesterday, the Chamber of commerce presented the foundation with a check for \$40,000 in seed money.

"This event is going to be better than ever," predicted Tom Caughlan, the executive director of the foundation. He recently retired as colonel after serving 30 years in the Marine Corps.

The mission is to thank and honor the many people, particularly the enlisted, who are based here. It's also organized to showcase the military's inventory of ships and hardware.

This year's Fleet Week celebration will offer more than 30 events. The official kick-off is Oct 12, which is the opening of the popular Miramar Air Show.

Note: In 2002, the Foundation will have had one year of experience at directing the activities of Fleet Week. This experience will be to our benefit, and we can look forward to even better programs for our reunion period!!! ☺

Naval Training Center

The Naval Training Center that *used* to be located in San Diego and which is now mostly a mess that belongs to, among others, the city of San Diego, has its own web site sponsored by the city. If you are wondering about progress on the redevelopment of the former NTC, the city is posting 360-degree photos for "virtual tours" of five NTC locations. You may need to download the QuickTimePlayer. Photos are supposed to be updated over the coming months. Go to <<http://www.sandiego.gov>>.



The VP Says . . .

To: Mort (who chairs the Nominating Committee) and Chuck.

I think that the membership of our group should get a new VP, hopefully someone of a younger era, so I want to convey to both you (Chuck) and Mort that I do not wish to be considered in the nominating process for officers in 2002. I love all the folks in this great group and I will continue to be an enthusiastic supporter AND participant.



Editor's Note: As those members who attended the JAX - R2K reunion in October 2000 know, Chuck Comeau was the coordinator who did an outstanding job with his committee. The Association is still getting notes and letters from members who mention their great pleasure in attending such a fine and well-organized reunion. Thanks, Chuck!!



The Secretary/Newsletter Editor Says To Mort

I would appreciate your finding someone to take over the duties of Secretary/Newsletter Editor for the Association effective any time, but at least by October 2002. There are, I'm sure, many talented members who are very well qualified to do the job, and may even be chomping at the bit to give it a try.

I have had this job since early 1991, so it will be 12 years for me when we again meet in San Diego for the reunion and nominations for the coming era. You convinced me I should take this job way back in 1990, so I'm sure you can and will find the right person for my relief.

This has been a very interesting eleven years and I have learned quite a bit about newsletter writing, keeping records and answering queries. It's time to let someone else in on the fun and games, as ole Huck Finn would state, so please try to fine a candidate willing to take it on. Joan and I estimate we have stuffed at least 10,000 newsletters in envelopes and written more than 150,000 words over these years — and that doesn't count the many complimentary mailings and the surveys, post-cards, etc.

The Association records are in good shape, complete from 1989, and fill a four drawer file cabinet and then some, but all can be shipped to whomever takes over. I will be happy to assist in the transition and with any "tech support" needed with the next or following newsletter and operation. The Association owns several computer programs that I use to prepare the rosters and newsletters, so they, with backups, go to the successor too, along with various supplies on hand for future use. We have several boxes of artifacts, memorabilia, history notebooks and pictures that need storage, updates and preparation between reunions and which are easily delivered and returned at reunions.

Actually, everything is well set up for anyone to take over and continue the march — or change the cadence as they see fit.



The Treasurer Prefers To Close His Account

I will be pleased if someone else wants to be Treasurer. I was the original Treasurer beginning in 1990 and had to be relieved when a cardiac problem arose in 1992. Ken Cory was my very capable and outstanding relief until 1998, when he developed similar problems. I then was recruited to again assume the Treasurer position — a total of seven years active duty to October 2002. It is time for someone else to take over on a permanent basis.



President Feels New Blood Needed

I believe that it is time to pass the job of President of the Patron Four Five Association on to new leadership who, I am sure, will have new and exciting ideas and changes to implement that will help revitalize our membership.

I have enjoyed the privilege of serving as an Officer of the Association since 1996 and will strive to continue to be an active and concerned member in the future.

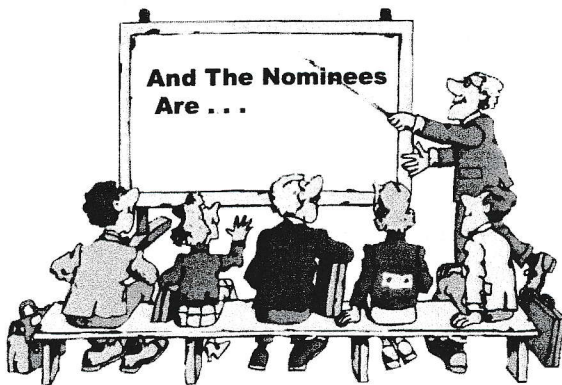




Mort Says, "Let The Search Begin!"

Well, Tom! In view of Chuck and Chuck's msg's, things aren't going to be as easy as thought previously. I've talked to CBC and he's right firm about 10+ is enough, and CRC's msg seems right positive in a negative fashion. Seems to me that I *will need help*. How about getting me two red hot members for the nominating committee to help me do the digging? Soon as I get those names I'll work something up.

I must say that I am distressed at the turn of events. I have really been looking forward to having Chuck Comeau head up the group. His reunion last year was absolutely super both in organization and events. Chuck Caldwell's organizational knowledge and editorial talents made this Association what it is today. But, his request must be honored. At least an honest attempt to replace him must be made. Kind of intimidating, what?



Editor's Note: From the preceding dialogs, you can easily tell that a new slate of officers is needed to serve from 2002 - 04 and/or beyond. The Nominating Committee, charied by Mort Eckhouse, really needs all the support you can muster. There are many in our group who have the talent and time to come to the aid of the Association and Mort. Don't be shy. You can help us all by proudly stepping forward and volunteering your name for nomination! Call Mort at home (850) 932-5613 or e-mail <mortusn@cs.com> and let him know you are willing to help in one of the open positions. If nominating another, be sure to get their permission first!

In Memoriam



Robert H. Bookhammer	June	1984
Roland F. Redmond, Jr.	Feb.	2001
Gerald W. Livingston	May	2001
Frank Giovannato		2001
David M. Hume	August	2001



Active Squadron

The VP-45 Command Services Office is what some older Pelicans would call the 1st Lieutenant Office. It comprises the Equal Opportunity Office, Public Affairs Office, Geedunk (there's a name that sticks!), the Urinalysis and Physical Readiness Program, the Sponsor Program, and the Auxiliary Sales Outlet.

That last one, the ARO, is the place where you should address your inquiries and orders for squadron memorabilia and such items as T-shirts, ball caps, mugs, and insignia. The correct address is: Patrol Squadron Four-Five ARO, Unit 60172, FPO AA 34099-5918. Here is the modified Pelican insignia in use now, for those of us who haven't seen it:



The latest price list is dated May 2000 and, if the Editor's understanding is correct, there are no taxes, postage, etc. Just the price. The Angry Pelican stickers (\$.75?).

VP-45 ARO Price List

<u>ITEM</u>	<u>PRICE</u>		<u>PRICE</u>
CUZZIES	\$2.00	PLAQUES	\$22.00
VISORS	\$9.00	LITHOGRAPHS	\$6.00
SM ZIPPO	\$14.00	COFFEE MUG	\$3.00
Ls ZIPPO	\$16.00	SPORTS BOTTLE	\$2.00
COINS	\$1.50	SUNGLASSES	\$7.00
KEY CHAINS	\$2.50	PENS	\$6.00
GOLF BALLS	\$5.50	COMMAND BALL CAP	\$8.00

COMMANDER HATS \$9.00
 ADMIRAL HATS \$10.00
 USA HATS \$5.00
 LIBERTY HATS \$13.00
 GOLD BUCKLES \$9.00
 SILVER BUCKLES \$8.00

STICKERS
 AIRCREW \$1.00
 NFO \$1.00
 PILOT \$1.00
 SM ZAPS \$2.75
 LG ZAPS \$2.00
 WING ZAPS \$2.00

SHIRTS
 CREW \$7.50
 ORION \$10.00
 DEPLOYMENT \$10.00
 POCKET GOLF \$20.00
 COLLAR GOLF \$20.00
 TRI COLLAR \$25.00
 TANK TOPS \$7.00
 SHORTS \$10.00

PATCHES
 GREEN FLAGS \$4.00
 COLOR FLAGS \$4.00
 PILOT \$4.00
 NFO \$4.00
 AIRCREW \$4.00
 VP-45 COLOR/GREEN \$4.00
 VP-45 GREEN \$4.00

Note: A new price list was to have been mailed July 2001, but has not been received.



Did You Know ...

It costs taxpayers about \$42,000 to train one Navy recruit?

Each year the Navy recruits and trains about 55,000 men and women to serve four years or more as sailors. BUT, about 18,000 sailors leave each year before their first enlistment is up — most are released with general or honorable discharges because they failed to adjust to a disciplined lifestyle — and are prohibited from re-enlisting in another military service. In effect, the Navy is losing \$756 million worth of training and skills because these sailors leave early. That's a lotsa bucks!!!

So — what's the Navy doing about it?

A new program, *Bearings*, is an attempt to stop

the hemorrhage of young sailors who sign up for service but never complete their first few years. The program consists of daily classes in interpersonal relations, communication skills, personal finance and goal-setting. Sailors learn about anger and stress management techniques and substance abuse. They also get information about the Navy's college, family services and morale, welfare and recreational programs.

Some of the most informative sessions come from Marines and/or Sailors who, earlier in their career, had succumbed to drugs or crime, were incarcerated in a brig, and survived to stay in the service. They tell their story to the class and the lessons they learned; that they could have lost everything — money, family, friends — and that it could happen to any member in the class. First-hand stories have a heavy impact on the members who have been sent to the class by their Commanding Officers as a last resort.

At San Diego and at Norfolk, about 350 sailors have completed the program with only seven being discharged from the service after graduating from the course. Vice Admiral LaFleur, Commander Pacific Fleet Surface Forces, says that the cost of *Bearings* is pennies when compared to the \$42,000 to train a new recruit — and the Navy doesn't have to recruit 350 replacements.



(This article contains excerpts from a San Diego Union-Tribune newspaper article.)



Book of Interest

VP International announced the publishing of *The Age Of Orion*, The Lockheed P-3 Story by David Reade (1998), calling it the first standard reference book devoted solely to the development and operational use of the aircraft. With over 224 pages, the large format hardcover book contains over 280 color and black & white photos. Price is \$49.95 from Schiffer Publishing Ltd. 4880 Lower Valley Road, Atglen, PA 18310. Telephone (610) 593-1777 or e-mail to <schifferbk@aol.com>. Also available from Amazon.com, same price.



Now available from MARTINEER Press is the definitive history of the U.S. Navy's last seaplane project to see flight status. This book chronicles the three decades of the Glenn L. Martin Company's seaplane lineage that lead to the post WW II evolution of the High Speed Mine-layer seaplane program.

Covered are the technical hull achievements along with the politico/military forces that converged to spawn the revolutionary four-jet Martin P6M SeaMaster. Full discussion of its design competition, prototype development and crashes, pre-production and production variants along with the details of its weapons systems is featured. Also detailed are the proposed basing concepts and support equipment developments, follow-on designs, including the nuclear-engine proposals, and a complete review of its untimely demise and termination.

The 70,000 word softcover volume features 236 pages in 8 1/2 x 11 landscape format with 12 pages of photos in full color. Over 375 photos and illustrations with 3-views and an inboard profile foldout complete this fascinating but bittersweet story of the end of the U.S. Navy's reliance on the naval flying boat.

Individual copies are available for \$35.00 plus \$6.50 (Priority Mail) or \$3.50 (Book Rate) for shipping and handling. Orders and a check or money order made out to Stan Piet, should be sent to: Martineer Press, 808 North Shamrock Road, Bel Air, MD 21014 .

CAPT Al Raithel, USN (Ret), co-author of the *Martin P6M SeaMaster*, was a member of VP-45 as a pilot from 1953 to 1956 and was qualified in both the PBM and P5M. He was the PPC on the

long 21.8 hour flight test in VP-45 to verify hand-book curves for the P5M-1. Al is a member of our Association and plans to attend the San Diego reunion in 2002.

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Try It, You Might Like It

Tell your favorite -- or maybe not so favorite -- U.S. Senator or Congressman what you think or want him/her to do (or not do - whatever!). Dial the Capitol Hill operator in Washington, D.C. (toll-free 877-763-8762) and ask for the Senator/Rep office of your choice. You will be transferred and a staff member will speak with you. It may not do any good -- then again, it might -- but it will make you feel better having voiced your thoughts to the place that can make things happen. ☺

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TREASURER'S REPORT

Beginning Balance		
March 1, 2001		<u>\$23,661.07</u>
Income		
Dues/Donations	\$1,015.00	
Interest	262.89	
Total Income	\$ 1,277.89	
Total Capital		<u>\$24,938.96</u>
Expenses		
Printing	\$1,195.96	
Postage	267.70	
Bank Charge	3.00	
Total Expenses		<u>\$ 1,466.66</u>
Ending Balance		<u>\$ 23,472.30</u>

Notes: Money Market Balance \$ 20,192.45
Checking Acct. Balance 3,279.85
 Members voted at the 2000 reunion that Life Membership funds will be accounted for separately, and will not be spent. We have eighty members who have paid \$100 and one who has paid \$200 for Life. A total of \$8,200 of the above MM Balance represents the Life dues that may not be spent.

D. R. Johnson, Treasurer
 7814 Bay Meadows Drive
 Pensacola FL 32507-1518

Big Changes In Navy Command Structure

Under a new realignment that officially begins Oct. 1, CINCLANTFLT will also become the commander of Fleet Forces Command. That office will have overall command of what was the Atlantic and Pacific Fleet commands that operated essentially on their own, with different operational and training policies.

The realignment plan, ordered by CNO, means two San Diego-based admirals will be given more power to set training, personnel and maintenance policies for the entire Navy's aviation squadrons and surface ships.

Admiral Fargo, Pacific Fleet commander will report to his Atlantic Fleet counterpart, Admiral Natter, on policy issues but still have operational control of the Third Fleet and Pacific-based ships and aircraft.

Vice Admiral Nathman, commander of Pacific Fleet carriers and aviation units, will become Commander of naval air forces.

Vice Admiral LaFleur, who oversees surface units of the Pacific Fleet, will become Commander of surface forces.

Under the new scheme, LaFleur's and Nathman's counterparts in Norfolk will report to them on non-operational issues. In the future policies, regulations and directives will cover both fleets.

Naval analysts describe the realignment as "back to the past" when, before WWII, the Navy had a similar structure. The deduction is that the Navy is too small now to support two separate fleets. It appears that the Pacific has become the primary focus of the Navy, according to naval analyst Norman Friedman. (*For now, anyway, but we'll see when the time comes for their relief. Ed.*)

Not much will change for the average sailor, but the realignment will take some getting used to at the top levels. The Navy hopes to improve maintenance and readiness — two areas that have been problems in recent years. The idea is to streamline the Navy bureaucracy, build common Navywide policies and, ultimately, save money, Navy officials said.

(Note: The above is taken from *The San Diego Union-Tribune* newspaper article dated 4 Sept.)



26 March

Chuck,

Just got my April issue of *The Pelican Post* and read it from cover to cover. Thanks for including me on your mailing list for this great effort. Your letters and articles are so appropriate in my opinion and the whole issue ranks of professionalism.

I am not a professional editor but I know what I like and I like your work. Thanks again.

Dave Rinehart, Editor
Mariner/Marlin Association Newsletter

31 March

Dear Mr. Caldwell,

Thank you for the April 2001 newsletter, also the current roster.

It is sad to note that only 30 members listed were with VP-45 (PBY) during the years 43-45 stationed in Brazil. Let's hope that many of them are still around and will join the Association, as did William O. Goodman.

Bill's "A PBY Tale" needs some correction. Referring to the Ascension Island crash on takeoff, the following men survived the crash: George Shanley and Dolon Calk were seriously injured. John Curtis was uninjured. The day of the crash was March 17, 1945.

As I mentioned in previous correspondence, Dolon and I were stationed in Jacksonville NAS and departed by ship from Norfolk to Recife, and assigned to VP-45 in Belem. At the time we heard of the Ascension Island crash, I made numerous inquiries regarding Dolon; however, was unable to get any information.

I still haven't made a trip to the National Museum of Naval Aviation to see the PBY-5A, BuNo 46602

that we (LT Chuck Schwarze piloted) flew from Norfolk to Belem in early February, 1945.

Thanks again, Chuck, for keeping me informed with your newsletters.

Sincerely,
Tom Cerrone

20 April

Dear Dave,

My name is Bob Pratt. My twin brother and I served with VP-45 from August of 1968 to June of 1972.

We would like very much to join the VP-45 Association. Enclosed is a check in the amount of \$20 to cover both memberships for the year.

Please send my brother's membership, newsletters, etc., to: Richard J. Pratt, 53 Beaver Street, Milford MA 01757-3648.

Looking forward to hearing from you!

Sincerely,
Bob Pratt

(Note: Dave advised Bob of the increase in dues voted at the R2K reunion.)

25 April

Dear Mr. Caldwell,

Thank you for the awesome newsletter you recently sent! The squadron is hurting for funds to print a deployment book this year so I made a 15 minute slide presentation with music on a CD for distribution. It is in the front office for approval and, when approved, I will personally send you a copy. *(He did, too. It's in our archival files now. Ed.)*

I transfer to Ft. Meade, MD, to teach photography in early October. Let me know if I can be of further assistance before I transfer, and I will pass your info on to my relief. Thanks again for all the photos and history you provided to me.

One more thing if possible; can you e-mail me via attachments the old logos atop your newsletter? They are awesome! *(Did so. Ed.)*

THANKS.
Glenn Sircy
PH-1 VP-45

20 April

Hi Chuck

I did receive the newsletter. What a great job you did putting it together. As I read, I realized what this is all about. Those wonderful souls that were willing to form personal relationships and let me share their exceptional lives. They are concerned, caring people.

We were kids who had never been away from home, not too sure how to act without parents. We still had a ton of education to complete and most certainly would have lost our way, had it not been for the bonds we were able to form.

I am and always will be amazed at being able to pick up our friendships after 40+ years. We didn't miss a beat, never a hesitation, a lull in the conversation or one second of wondering why we were together. These people were and are my family.

The old "feel good meter" is certainly getting its exercise.

Harry Mendelson

25 April

To All:

There were actually four, count 'em four, representatives of our squadron in Tucson. So we had two old guys, an almost-old guy (Tramp,) and a soon-old guy (me) in attendance. Actually, Tramp and I were probably the youngest two men there, not counting a few sons of members who attended, and that added to our enjoyment, perhaps. (On one occasion, as Tramp and I were walking out of the banquet room together, we overheard one of the older PBM drivers remark to his buddy, "There go our two new j.g.'s." and that made us enjoy the evening all the more.

A key part of the reunion was the visit to the Pima Aviation Museum which houses, among many hundreds of other fine aircraft, the last remaining PBM-5A in existence, the only PBM of any kind in fact. However, on that day, Tramp and I invited his brother-in-law to go with us on a special tour of the famous "bone yard" at Davis-Moahan AFB adjacent to the Museum. The tour was maybe the highlight of our trip, what with the opportunity to see

lots of aircraft we had only read about along with some we just barely remembered from our childhood, and many sad examples of misuse of still-viable planes such as the many P-3's there. To our surprise, there are also many many F-16's and F-14's in mothballs, ready to return to service quite quickly, along with literally hundreds of F-4's which still look like serious warbirds ready to have at 'em one more time.

The Museum tour later that day was unique. We toured the facility along with other visitors until 5 PM and then the place closed down and was turned over to us. We had a buffet dinner there and many hours of opportunity to review the day with the other seaplane (and aviation) aficionados in our group.

One of the very special planes there, aside from the Mariner, of course, was one of the SR-71 Blackbirds, probably the most beautiful and best-performing plane to date. We were led to believe that NASA still has 'several' in operation and that one will be delivered to the new adjunct building of the Smithsonian Aerospace Museum (now being built at Dulles Airport out W. of DC in Herndon, VA.) There were also a few of the fine old Grumman amphib, such as the Albatross and the Widgeon and such.

There was a Ready Room at the motel, similar to the one at our squadron meetings but not as lively (no singing, but a modicum of adult beverages.) It was pleasing to me to realize that, even though P5M types are so much in the minority, we were surely not second-class citizens in any way. In fact, we jokingly began to kid some of the PBM fellows we got to know by saying "second best airplane" when we spotted PBM t-shirts and caps. (We need to find a way to sell P5M t-shirts and caps and such at our next reunion. It will be a good fund-raiser and I am sure that many will be purchased for children and grandchildren.)

It was a worthwhile excursion, and luckily it fit into a Mexican travel schedule which had been set up around the time schedule needed for Tucson. The (M/M) 2002 reunion will be held in Corpus Christi, which some of us wanted to be the site for our own 2002 reunion. If at all possible, Tramp and I would like to be there along with maybe 5 or 6 or more of our fellow Pelicans.

VP-50 won the 2001 attendance award by having almost 40 members there!! And one of their plane

crews won another award since it had 5 or 6 of its crew in attendance. (Naturally, it was their 1-Boat crew and that means that Childrey and Binns and Gailey and Berg and Ferrullo—if we can find him—and Gold would put EE-1 in the running for the crew award in Corpus.)

Tramp and I told about 67 jokes from our combined repertoire and we learned about an additional 70 or so in return. So, you can look ahead to our meeting in San Diego with either trepidation or earnest yearning. The Trampe-Gold vaudeville team will be there, God willing and the creek don't rise.

Cheers, Ken Gold

PBM-5A Restoration.

Dan Cain, a VP-45 Association member located in Tucson, is heading a small group of volunteers to restore the interior of the only PBM known to exist, located at the Pima Air Museum. He would like to have any pictures you have of any part of the interior of a PBM. Please contact him at <danca1@att.net> with any information and/or pictures you can send to him. Originals will be returned if you want them back.

15 May

Dear Sir:

I am writing on behalf of my brother-in-law, George Kovach, who was a member of VPB-205 as a Radioman in a PBM crew from 1943 until the war ended in 1945, attaining the rate of ARM-2c. He served in both the Atlantic and Pacific theaters with VPB-205, and from a variety of bases — Trinidad, Coco Solo, Guantanamo Bay, Key West, Jacksonville, Norfolk, Hawaii, Saipan, and finally Okinawa and Japan at war's end. He has a fascinating amount of stories in his memory bank, including a first-hand account of an encounter with a surfaced/damaged German submarine that shot down five aircraft (two from VPB-205) before it, too, was destroyed. (*Chronicled in an earlier Newsletter. Ed.*)

He doesn't write a lot and doesn't have a computer, so I am joining the Association on his behalf. I was in VP-49 in 1968. Please send all materials to him and I will act as a go-between. Hopefully, I can get him to relate some of his experiences for your history files. His address is 2408 2nd Ave #8, San Diego CA 92101.

Sincerely yours,
CAPT Richard S. Zeisel USN (Ret)

May

Dear Sir;

I am enclosing a picture my daughter took of Bradford Leete and me, Roberta Burger, widow of Marshall Burger. Marshall and Brad were both pilots in VP-205 — Brad from 1943 - 45 and Marshall from 1942 - 46. I was spending a month with my daughter and her husband in Pelican Bay, Naples, and Brad drove down from Sarasota to spend the day with us.

You, of course, know how close a squadron is to each of its members, and Brad and I spent the day recalling different people that we know. We knew many of the same people and remembered different things about them. It is amazing how we could recollect names of people from 1942 to 1945! It was like only a couple of years ago.

Brad is from Massachusetts but has lived in Sarasota for 25 years. I live in Madison Wisconsin, so it was a real treat for him to make the trip. It was a nostalgic and most enjoyable day.

Sincerely,
Roberta



Brad is named for his ancestor, Governor Bradford, the first governor of Massachusetts.

17 May

Via e-mail.

Do you have info regarding an alumni association for VPB-205? Philip Mann, AOM 3c. VPB-205 1944-45. My address is 75-5 Robert Gardens South, Queensbury NY 12804. I will appreciate receiving any info that will bring me up-to-date regarding VPB-205. Thanks a lot.

Phil

(Complimentary newsletter and membership data was sent to Philip and he is now an active member. Ed.)

1 June

Dear Chuck,

Here are some more photos to add to our collection. The one from the 1920's may be quite rare so, if you don't want to add it to the squadron collection, you may want to send it on to the Navy Historical Center in Washington, D.C.

I've still got some '54/'55 squadron photos in an album which I could send on to you but I believe you already have pretty good coverage of that time.

I remember I sent you some a few years ago. If you like, I can Xerox all that I have in the album and send them on. Let me know.

Best regards,
Bill Denholm

(The photos are in great condition and were very large scale. The editor has scanned them all, enlarged each to fit on 13X19 inch glossy photo paper, framed, and will have them on display at the San Diego reunion. You'll be amazed! That one from the 1920's shows a blimp hangar in the middle of N.S. Coco Solo. Ed.)

22 June

Dear Chuck,

Jane and I are doing that Ole Navy thing — moving. It is difficult after more than 36 years in one place. The anchor gets set very deep. There are a number of things we wish to do with this letter. (First was a temporary address.) Second, I ran across an old "song" I adapted from one my father (40 years of naval service) used to play on the mandolin. What the original words were I no longer remember. Anyway, a copy is enclosed. We hope you like it and can find some use for it.

Third, in going through old boxes, I found the following documents which I thought the Association might like to have:

- ✓ Don Florko's accident report.
- ✓ NAVAER 00-48Q *Getting Your Hook In*
- ✓ The Glenn L. Martin P5M-1 Training Manual
- ✓ The Glenn L. Martin P5M Marlin Seaplanes Design Digest

We already own a home in Tucson but, for the present, it is leased. We expect to take possession

in December. When we do, we will send a permanent address change.

All good wishes for fair weather --

Alan and Jane Lee

24 June

Dear Chuck,

I let my membership dues slip up. For the past several months I have been tied up or tied down with medical problems and I hurt. One form of treatment is made from hot peppers.

The last that I received was *The Pelican Post* and the roster dated August 2000. Put my name back on the roster and the enclosed check for \$40 should take me to my 85th birthday in 2005.

Fair skies . . . but we still need rain!

Jarrell Yates

25 June

Dear Chuck,

(Editor Note: Our bylaws provide that a member's surviving spouse is offered life membership if desired. Many appreciate the option.)

I would indeed like to be considered a life member of VP-45 Association, and continue to receive the newsletters and other updates as they become available.

Thank you for notifying me of the opportunity to become a life member.

Sincerely,
Joyce Livingston

12 July

Chuck,

I'm not sure where I stand in dues as a "Friend of VP-45" but the enclosed check for \$40 (5 years?) should help.

Robert B. "Bob" Griffin, Jr.
VP-49 Woodpecker Association

19 July

Dear Joan and Chuck,

The kayak is a great way to relax. It is soooooo much more relaxing than golf!! They are very easy to paddle and when in quiet waters it is a real serene experience to just paddle along. There are a lot of birds who don't seem to mind your being around to observe them, and the scenery is great.

A couple of weeks ago I just happened to be out in the Intra-Coastal waterway when the USS Iwo Jima passed by on its first voyage as a commissioned ship. It was commissioned here in Pensacola and got under way that day for its home port, Norfolk. It looks awfully large from the vantage point of a kayak.

Where I go I doubt there are any sharks to worry about—just alligators. They say alligators aren't interested in things larger than themselves. Hopefully, there aren't any out there larger than a 14 foot kayak. Oh well, gotta die from SOMETHING.

Dave Johnson

23 July

Hi Chuck,

It has taken a while to respond, but work and vacation plus moving house have been happening lately.

We are definitely hoping to be able to come over to San Diego next year, subject to our duties within the RAF.

Please note our new mailing address:

3 Avior Drive
Northwood
Middlesex
HA63JF
ENGLAND (Ph: 44 1923 827693)

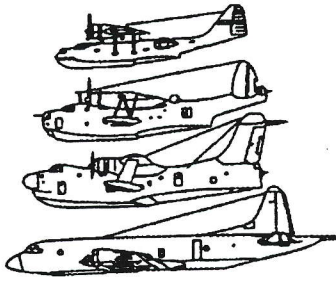
Bob is out in the Gulf at the moment — due back in mid-August. I am probably going down to the Falkland Islands in October for 4 months.

Cheers,
Rosie Hall



Gibbs Hill Lighthouse
BDA

Pelican Tales



VP-45 (PBV) Crash Takes 10 Lives

Only two weeks after arriving for duty at Belem, Brazil in 1944, VP-45 lost its Commanding Officer and his entire crew plus two Navy Supply Corps officers on an administrative flight from Val de Cais Field to Recife, Brazil. The purpose of the flight was for LCDR Calder Atkinson to personally report to Commander Fleet Air Wing Sixteen, and to obtain needed material for the squadron.

The flight took off at 0710P (local time) on 10 May 1944 and was last heard from at 1252P, about ten miles west of Fortaleza. The crash site was located about forty miles west of Natal, Brazil; the plane was demolished and all aboard perished at the site. Weather conditions were reported to be: Showers; lower clouds 6/10ths cumulus tops to 9,000; top clouds 6/10ths stratus tops to 10,000; wind from 150, 10 knots.

Fast Forward almost 56 years . . .

On 28 February 2000, Romulo Piexoto Figueiredo, a Brazilian Air Force officer and researcher on WWII in Brazil, sent an e-mail message to our Association Secretary/Newsletter Editor explaining his function and position, and saying he had a copy of a letter from the U.S. Pamamirim Field Commander at Natal, dated 8 June 1944, thanking the people helping at the accident. He wanted to know if we could supply more details. It seems the letter was sent to, or retained by, his wife's great-grandfather and grand uncle who had traveled all night to reach the crash, searched for survivors, and helped bury the crew at a nearby cemetery. The grand uncle was still alive and had in his possession one of LCDR Atkinson's ID tags.

Through a series of e-mails back and forth, the uncle agreed to send the ID tag to our Association, and we agreed to try to find a surviving relative to whom we could deliver the tag. We also prepared

and sent to uncle Oswaldo Lamartine de Faria, via Romulo, a certificate of appreciation with our Association seal and signed by president, Tom Golder.

CERTIFICATE OF APPRECIATION

This certificate is awarded to

Oswaldo Lamartine de Faria

In recognition and appreciation of his contribution to the U.S. Navy Patrol Squadron Forty-Five (VP-45) by finding and protecting the identification medal that was worn by the squadron Commanding Officer, Lieutenant Commander Calder Atkinson, USN, when he was killed in the crash of a squadron PBV-5A on 10 May 1944 on a farm near São Paulo, Brazil.



When notified of the crash on a stormy night, he traveled all night to the crash site and assisted in the search for survivors and helped bury the crew, which had all perished in the accident.



The PATRON FOUR FIVE Association gratefully acknowledges the receipt of the medal so long held by Sr. Oswaldo Lamartine de Faia, and delivered to its archive files for posterity.

Captain Thomas V. Golder, USN (Ret)
Association President 1 December 2000

Once the tag arrived, the long and frustrating search began to find the closest surviving relative. Research showed there were no children but there was a spouse. Romulo also sent word that all U.S. servicemen who were buried in Brazil during the war were re-interred at one location in Natal. A U.S. Army ship (Operation Glory) then brought all bodies requested by families back to the United States in April 1947 for burial at a site chosen by relatives. Some, like the ones from the VP-45 crash, were buried at a National Cemetery in a common grave.

It took a long time to find that Calder was buried with his crew at the Rock Island County National Cemetery at Rock Island (an island in the Mississippi River) near Davenport, Iowa, and Moline, Illinois. The cemetery had no next-of-kin listed. The research was assisted by The Naval Historical Center, National Archives Records Center at College Park, MD, National Personnel Records Center in St. Louis, Office of Records Service in Washington, D.C., Veterans Administration Office serving Berkeley, CA (location of Mrs. Atkinson at time of crash), some of the Association members who were in VP-45 at the time of the crash, Arlington National Cemetery, and others. Bits of data were gleaned from old records but no good information that might lead to another source or more definitive data.

Finally, a letter to the Veterans Administration

requesting Calder's file under the Freedom of Information Act was sent requesting the entire file. *(One should not do this unless one has lots and lots of time on their hands to wait for action, and a real need for the data —and can verify it! Ed.)*

When the file arrived it weighed about five pounds and had letters to/from the surviving spouse about GI insurance, showing she had remarried several times and was probably deceased. There were quite a bit of data about Calder, from his joining the Navy to his demise, including his mother and father's address as well as an uncle — all in North Carolina. Searches by telephone book, Internet and other means turned up no family member or any leads to one. Everyone mentioned in the file was deceased and no relatives could be found.

By a stroke of luck, the Editor read an article in another publication that described how the Navy's Bureau of Personnel had a Navy Casualty Office and a Missing Persons Section that was active in researching old aircraft crashes and finding relatives for those personnel casualties. An e-mail to BuPers was passed around until it arrived at the desk of Ken Terry, Pers 62CC, head of the Section. He sent an 800 number and asked for a call, since our situation was very interesting.

Had it not been for the response from Mr. Terry and the expertise of his office, we would not be writing this article. Although we were advised not to get hopes up, his office had developed various means of finding people in such situations; that it may take a while but don't give up.

The search was having a hard time finding any surviving next-of-kin. The same results as previous research seemed to lead to only dead ends. That is, until a very perceptive LCDR named Norris Powell tried looking for relatives with a surname of Calder. Bingo! One telephone call led to another and several relatives have been located in the Calder line, LCDR Atkinson's mother's maiden name, and one in the Atkinson.

Preliminary information indicates there will be a family memorial next year and the ID tag may play a part. One relative sent this sentence which was relayed by BuPers, "She welcomes the attendance/participation of members of Patrol Squadron Four Five Association at this Memorial."

When more details become available, they will be included in the next newsletter.

Diplomacy Lesson Only Cost \$1

(Tom Golder reported on a lesson learned from Jerry Livingston long ago.)

The Squadron had a three plane detachment in Bermuda late in the year 1967. All planes were out flying when a call came into the Duty Office from Com Fleet Air Bermuda staff. It seems that the Admiral and the Commanding Officer of the Naval Station were going to play golf and were looking for two young studs from the squadron to fill out the foursome. I was an occasional player ("hacker") and Jerry Livingston, an accomplished golfer who I knew played on the Squadron Intramural team back in JAX. So we were selected and a helo from NS Bermuda picked us up and hauled us to the course. I can't remember if it was Mid-Ocean or not but, as I recall, it was pretty fancy. Both the Admiral and the Captain were real gentlemen and made sure that we were comfortable playing with them. We did have a dollar (each) bet which, when we reached the eighteenth tee, we were all even. On the way to the tee I said to Jerry, "Hey, lets bear down and we can beat these guys". Jerry said, "Are you kidding? Here is where we throw the match". or words to that effect. It was best ball so my ball didn't count, and Jerry managed to foul up a shot or two to lose the match. I didn't know it at the time but that day Jerry taught me a valuable lesson in diplomacy that only cost a buck. Thanks Shipmate.

Footnote:

Joyce Livingston wrote that Jerry died in on May 19, 2001, and was buried in the Florida National Cemetery, Bushnell Fla. Jerry attended the JAX 2000 reunion and was very frail but he told me then that he was extremely happy to be well enough to make it to the reunion.

Tom Golder

Conversation with Bernard

Dave Johnson had occasion to call Bernard Tollensdorf about his dues and relates this subsequent conversation that tells a lot about "the old days".

“... He subsequently sent another \$8 and is now paid through 2002. He said, jokingly I hope, ‘Hope I live that long’.

Just to refresh my memory, I asked him if he wasn't the Plane Captain who could make landings and fly ADF approaches in the P5M. I told him I remembered being out one day on a local flight in Bermuda as the Co-Pilot of a flight (don't remember who the Pilot was) when the Plane Captain, an AD1, flew several ADF approaches and made several landings, all of which would have made me proud to have flown. As far as I know, no other Plane Captains could do this. He allowed as how he was probably the one, although he didn't remember that particular flight (or me either, most likely).

We reminisced awhile about this and that. I told him about the time we were down in San Juan, during a Springboard exercise, when everyone in the squadron was out flying at the same time. I heard a voice repeating some instructions over the air about how to set up the gunsight. The voice was saying, “now you move the little white dot down——”. Being a brand new smart-guy PPC, I keyed the mike and said, “Little white dot, you're on the air.” I hadn't recognized the other voice until CDR S. A. Thomas, the Skipper, came back with, “I know I'm on the air——Is it bothering you?” Deathly silence followed.

Bernard Tollensdorf was the Plane Captain for Crew One, and flew with the Skipper all the time. He told me that CDR Thomas was an ex-AP, and as an ex-Enlisted Man, didn't feel comfortable being waited on, so he would frequently go aft and get his own soft drink or coffee himself. One time, when they were flying around at Springboard, the Skipper went aft and opened a cooler which was full of iced-down beer. He asked Tollensdorf, “What's this?” Tollensdorf said, “When we're on the buoy at night we like to sit around and have a cold beer.” The Skipper just muttered an “Oh”, and returned to the cockpit. The next night, while they were sitting on the buoy, someone came out to their plane in a small boat and off-loaded 2 cases of beer. The Coxswain of the boat said, “This is compliments of CDR Thomas.” I have no doubt that if he were still around, CDR Thomas (AKA the Gray Fox) would happily confirm this story.”

(CDR Thomas first qualified aboard USS Langley.)

Dave

Rest In Peace

I wanted you all to know that I attended the burial ceremony held yesterday, September 6, at Arlington National Cemetery, in which the ashes of Capt. Dave Hume were interred into the Columbarium, next to the ashes of his wife, Dink, who, as you know, died several years ago. It was a very emotional and beautiful ceremony, conducted as you might imagine with utmost dignity, under an absolutely perfect sky, with firing squad and bugler adding emotional impact which is almost beyond description. About 40 people, mostly relatives, attended the ceremony, and I had the opportunity to convey the sympathy and admiration of all of us in VP-45 who had the honor to serve with this fine officer and gentleman.

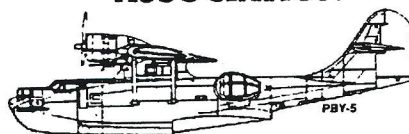
His three children, John, Bob, and Cathy, with whom I resumed an acquaintance born in the early 1960's, enjoyed some reminiscences of his life. As the representative of the organization, I wore the squadron ballcap that we distributed at the last reunion.

A great patriot, friend, and fervent supporter of our organization, has passed on to his reward.
RIP.

Chuck Comeau



PBY CATALINA INTERNATIONAL ASSOCIATION



... will hold its next reunion 5 - 9 November 2002 in Pensacola. At that time, the cutaway exhibit of a PBY, that used to be in the Survival School, will be dedicated at the museum. PBYCIA has been having a fund raising drive to have the exhibit moved to the museum.

Members may recall the PBYCIA brochure was included in one of our past newsletters for everyone's information and possible donation. Perhaps “our” PBY-5A, BuNo 46602, side number 45-P-3 will also be put on display for their reunion. A note has been sent to PBYCIA suggesting they con-

tinue their fund raising drive to now try to fund the interior restoration of 46602 as a cooperative effort.

PBYCIA is inviting everyone interested in PBY's to join them at their reunion. For more information, contact PBYCIA Secretary/Treasurer at (504) 392-1227 or <glotomcat@msn.com>, 1510 Kabel Drive, New Orleans LA 70131-3632. (*But you better try to attend OUR reunion first! Ed.*)



From The Editor's Desk

The Reunion Committee does not have a separate article this issue so please refer to the reunion supplement included with this newsletter. Briefly, the reunion will be held in San Diego from 11 to 13 October 2002 at the Red Lion Hanalei Hotel during the annual Fleet Week celebration. The Blue Angels are expected to perform at MCAS Miramar; there are tours available of the area events and locations; active duty ships will be open for tours; Pelican camaraderie will reign supreme!!!

Also included with this newsletter are brochures from both the Hanalei Hotel and the San Diego Convention and Visitors Bureau. You can contact the Con/Vis Bureau or hotel for more information if desired.

Contracts with hotels for reunions are becoming very sophisticated -- and biased toward the hotel as might be expected. Ours is no exception. We have a very attractive room rate and the facilities are first-rate, but we had to agree to fill 100 rooms Th, F and S and have reservations by a certain date or be liable for penalty costs, unless the hotel is sold out otherwise.

There will be more details in the next newsletter, but start your planning now to be in San Diego for our 2002 reunion.

The Delta Air Lines, our *Official Air Line*, discount is 5% to 15% on most fares if reservations are made 60 days prior to departure. Ask for discount file number 179469A -- call 1-800-241-6760 between 8AM - 11PM EST any day. There may be

other discounts for senior citizen, etc., so ask.

Reunion Survey

In November 2000 a reunion survey titled *Very Important Survey* was sent to 400 members. It asked, among many other things, whether members would attend a reunion west of the Big Muddy and listed San Diego as one of the optional choices. Of the 240 responses received, 115 said they would attend a reunion in San Diego while others said they might. Seventy-two of the respondents said they would attend a reunion in 2002 regardless of its location. To the question: Do you agree that we should restrict the location to one with a Navy presence? 133 said yes while 86 said no.

In view of the numbers, another survey was conducted May 29 by e-mail asking whether the member would attend, might attend, or would not attend a reunion in San Diego. 208 messages were sent and 97 responses were tabulated: Yes, 51; No, 32; Probably, 8; Don't know/Maybe, 6. The results prompted president Tom Golder to proceed with plans for a San Diego reunion.

Please be helpful and return the enclosed survey EVEN IF YOU ARE NOT PLANNING TO ATTEND so we can more accurately tabulate reunion data and make informed decisions about what to do and when at the reunion. *This can be another great reunion with your cooperation and attendance.* (Tom and Dave will appreciate your resisting the temptation to include dues with the survey, or vice versa.)

