

# PATRON FOUR-FIVE

Pelican Post

A S S O C I A T I O N



March 2006

Newsletter #37

## *From the President.....*

HELLO FELLOW PELICANS ...

I just returned from a VP-18 reunion in Jacksonville. While there I contacted VP-45 and am working with the Squadron Executive Officer, CDR Mark Turner, who will be the Commanding Officer by the time of our reunion in October. He is excited about the reunion and hopes to join us in San Antonio.

Jim Means is working non stop on plans for the reunion. Things are coming together and I believe it will be the best reunion yet. Over the years since I retired from the USN, I have attended reunions for three different squadrons and I can tell you that the VP-45 ones are the best organized and most fun of any. For those of you who have attended in the past, we are counting on seeing you again this year. For those who have never attended, we promise you a good time among FRIENDS.

As a part of the VP-18 reunion weekend, we were briefed by the Wing Commodore. He reported that VP-45 had just returned from a VERY SUCCESSFUL deploy-

ment. He gave us a run down on a typical deployment to the Middle East and I can tell you, it is so different from any of the experiences any of us had, no matter our time in the squadron. These young men and women are doing a fantastic job and we should be proud of them every day.

SEE YOU IN SAN ANTONIO!

Gene Graham

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## *From the Vice President.....*

Last Friday Suzi and I met with our Reunion Planner. He had some great ideas and we had more information to share with him. During the visit we discovered that there just isn't enough time to do all the neat things that San Antonio has to offer in only three days. So... we decided to add a day for those interested.

On Wednesday, 25 October, we'll tour Fort Sam Houston, have a luncheon at the Guenther House (this is the home of Carl Guenther, founder of Pioneer Flour Mills, built in 1860) and spend the evening on a ranch with entertainment and a

barbeque dinner provided.

Thursday, 26 October, we'll tour the Institute of Texas Cultures and the Alamo. Thursday evening, we'll have an opportunity for dinner at one of the riverwalk cafes followed by a cruise on the famous San Antonio River.

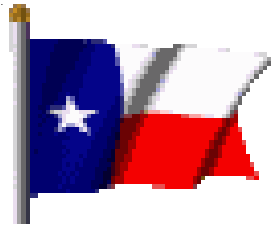
Friday, 27 October, we'll travel to the nearby community of Fredericksburg for a tour of the Admiral Nimitz Museum followed by time for shopping and dining (maybe some good German food). Later in the evening we'll have our reception at the Doubletree Hotel.

Saturday, 28 October, we'll visit San Antonio's Mercado and a sampling of other interesting sites and will have free time for shopping along the riverwalk. Saturday evening we'll have our banquet at the Doubletree Hotel.

We are going to have a great time and I encourage all of you to sign up as soon as possible and to make sure your Squadron mates have also signed up.

SEE YOU AT THE REUNION!

Jim and Suzi



## TEXAS FACTS

Nobody asked for them, but here are some little known Texas facts just in case you happen to need them during your visit to San Antonio.

- 1) Beaumont to El Paso: 742 miles  
Beaumont to Chicago: 770 miles
- 2) El Paso is closer to California than to Dallas
- 3) World's first rodeo was in Pecos... July 4, 1883.
- 4) The Flagship Hotel in Galveston is the only hotel in North America built over water.
- 5) The Heisman Trophy was named after John William Heisman who was the first full time coach for Rice University in Houston.
- 6) Brazoria County has more species of birds than any other area in North America.
- 7) Aransas Wildlife Refuge is the winter home of North America's only remaining flock of whooping cranes.
- 8) Jalapeno jelly originated in Lake Jackson in 1978.
- 9) The worst natural disaster in U.S. history was in 1900 and caused by a hurricane in which over 8000 lives were lost on Galveston Island.
- 10) The first word spoken from the moon, July 20, 1969, was "Houston."
- 11) King Ranch is larger than Rhode Island.
- 12) Tropical Storm Claudette brought a US. rainfall record of 43" in 24 hours in and around Alvin in July 1979.
- 13) Texas is the only state to enter the U.S. by TREATY, instead of by

annexation. (This allows the Texas flag to fly at the same height as the US flag.)

14) A Live Oak tree near Fulton is estimated to be 1500 years old.

15) Caddo Lake is the only natural lake in the state.

16) Dr Pepper was invented in Waco in 1885. There is no period after Dr in Dr Pepper.

17) Texas has had six capital cities:

1. Washington-on-the-Brazos
2. Harrisburg
3. Galveston
4. Velasco
5. West Columbia
6. Austin

18) The Capitol Dome in Austin is the only dome in the U.S which is taller than the Capitol Building in Washington D.C. (by 7 feet).

19) The name Texas comes from the Hasini Indian word "tejas", meaning friends. Tejas is not Spanish for Texas.

20) The State animal is the Armadillo. An interesting bit of trivia about the armadillo is they always have four babies. They have one egg which splits into four and they either have four males or four females.

21) The first domed stadium in the U.S. was the Astrodome in Houston.



## SAN ANTONIO INTRODUCTION & HISTORY

San Antonio is a modern city whose heritage, culture, traditions and natural beauty create a unique blend that has attracted adventurers, entrepreneurs, visitors and businesses for hundreds of years. From the earliest Spanish missionaries in 1691 to today's corporate executives and visiting families, its ap-

peal continues to draw attention.

San Antonio was founded as a military garrison in 1718 by the Viceroy of Spain, who desired a half-way post between East Texas missions and the Spanish Presidio of Northern Mexico. Several missions were established and for a time, prospered and expanded. Settlers from the Canary Islands arrived in 1731 and established a civil government. The missions declined following secularization in 1793 and the waning of Spanish religious and political influence. Major battles were fought here during Mexico's struggle for independence from Spain. From 1821-1836, under a colonization program carried out by Stephen F. Austin, many Anglo-Americans immigrated to Texas.

Eventually, resentment against the Mexican government grew and in December of 1835, Ben Milam and a small army took the city from the Mexican Gen. Martin Perfecto de Cos. In February of the following year, Gen. Santa Anna marched on San Antonio with several thousand troops. Gen. Santa Anna defeated Col. Travis and his small army at the Alamo after a 13-day siege. However, Gen. Santa Anna was defeated a month later at San Jacinto by the army of Gen. Sam Houston. Texas then became the Republic of Texas. In 1845, Texas joined the U.S. as the 28th state.

After the Civil War, San Antonio became the center of a cattle empire. With the influx of railroads, military establishments and the discovery of oil nearby, commerce and the development of industry prospered. Between 1870 and 1920, the population grew from 12,000 to 161,000. Today, it is a thriving center of trade, education, government,

hospitality, telemarketing, medicine, biomedical research and high-tech industries. San Antonio draws its strength and character from the many cultures that chose to make this city a second home. German settlers built the beautiful Victorian-era homes in the King William Historic District, They also brought the accordion, which when combined with the ballads of Mexico, spawned Tejano music, a veritable force in today's contemporary music. In all, more than half a dozen cultures contributed to the city's architecture, festivals, cuisine and customs.

The city is proud of its architectural heritage. If a historic building can be reused, developers find the means to turn it into a functional and attractive building. This is evident in places like La Villita, the site of one of San Antonio's original settlements, which is now a collection of artists' workshops, restaurants and historic homes. The River Walk is the city's most popular attraction, changed from an unattractive, flood-prone waterway in the 1920s to a tree-shaded community of restaurants, hotels, cafes, shops and art galleries.

The geographic appeal has created a wealth of attractions. The city's warm, sunny climate provides a great environment for year-round golf and tennis. The area's hills and rivers are great spots for hiking and water sports. San Antonio's cultural atmosphere shines in the city's museums, symphony performances and public gardens. At the drop of a hat, San Antonians are ready for a party, from a mud festival in January; to the city's largest fiesta in April; or celebrating Diez y Seis, Mexico's independence day in September. During other holidays, you can enjoy river parades, carnivals and samplings of tasty regional treats. Or, catch some exciting action with the city's professional basketball, baseball and ice hockey teams.

Once you arrive in the city, the warmth you will feel is not just the sunny climate, but the hearts of its residents, Proud of their city and heritage, they are always ready with the special brand of hospitality for which Texas is so famous.

Come feel our excitement and join the fun...*San Antonio Convention & Visitors Bureau.*

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San Antonio Temperatures:

|                 | Oct. | Nov. |
|-----------------|------|------|
| Daily Avg. High | 82.0 | 71.4 |
| Daily Avg. Low  | 59.4 | 48.6 |



## In Memoriam

*Everett G. Ryder* Pilot '57- '59

*Lyle E. Swaney* Aircrew (AM2)  
'56- '59

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Dear Steve Riddle,

Sorry I've been so long to write to you and inform you of my husband's death. He passed away Nov. 25, 2004 from multiple heart problems. He was buried at Arlington Military Cemetery Jan. 7, 2005.

Sincerely Yours,

Mrs. Everett G. Ryder

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Dear Steve Riddle,

My husband Lyle E. Swaney passed away March 18, 2005.

Also our address has been incorrect--listed as Boxholm, LA and should be listed as Boxholm, IA (Iowa).

Thank You,

Donna M. Swaney

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### *My Heart's at Sea Forever*

Long ago I was a Sailor. I sailed the ocean blue. I knew the bars in Singapore...The coast line of Peru.

I knew well the sting of salt spray, the taste of Spanish wine, the beauty of the Orient... yes, all these things were mine.

But I wear a different hat now, No tie and jacket too. My sailing days were long ago... with that life I am through.

But somewhere deep inside of me...The sailor lives there still. He longs to go to sea again, but knows he never will.

My love, my life, is here at home, and I will leave here never. Though mind and body stay ashore...my heart's at sea forever.

-Author Unknown-

*From the Collection of James Carter Anderson  
VP/VPB-205 Pilot 1943-1945*



*Trinidad 1943 VP-205 PBM-3  
Andy Anderson (left seat) & M.I. Bishop (right seat)*



*VP-205 Trinidad 1943  
Andy Anderson, Bill Raibley,  
Robert Beaudoin & Crew*



*VPB-205 Buoy Watch Saipan 1945  
Lt Bill Raibley & Lt (jg) Andy Anderson*



*VPB-205 Shanghai 1945*



*VPB-205 Saipan to Okinawa Sept. 1945*



*VPB-205 On the Buoy Saipan 1945*

## Email, Messages, Letters & Notes

Hi Steve,

Can you help us with some information? Rosie and I are planning to be in the USA for the whole of October 2006 and will be attending the VP45 reunion in San Antonio. A couple of questions come to mind.

On the web site there is a conflict on the dates. In one area it says 26 - 29 October and in another it says 25 - 29 October. Could you confirm the correct dates please. Also you say the event will take place at the Double Tree hotel; has a specific rate been fixed with the hotel? We would like to book now as we are planning our whole trip at the moment. Also, is the special rate valid for extra days either before or after the reunion?

We attended the reunion in Jax in 2000 and had a great time meeting up with old friends. Bob was in VP45 from Dec 75 through Sept 78 as an exchange officer from RAF.

We look forward to hearing from you.

Thanks

Bob & Rosie Hall UK

Dear PJ,

Although my prospects of living another five years are slim as I will be 86 on January 2nd, it is my choice to reup for another five years. I have really enjoyed my few years with the VP-45 Association and wish I had learned of it earlier. I reported to VP-45 in early July 1944 in the PBY days.

Due to advancing peripheral neuropathy, I have lost much of my sense of equilibrium while standing. It was beginning to affect my bal-

ance at the last reunion in Jacksonville. My chances of attending the reunion in San Antonio are getting slimmer and slimmer. I am also looking into having a bilateral knee joint replacement early next year.

I did have the rare privilege and thrill of sitting in the cockpit of PBY-5A BuNo 46522 (now N2172N) that is hangared in the Tillimook, Oregon AIR MUSEUM on September 16, 2005. This aircraft was assigned to both Navy squadrons to which I was attached. Like most of the 25 or so WW-II war birds hangared there, the airplane is sill airworthy and flies regularly.

The PBY-5A (BuNo 46602 - 45-P-3) that sits on the tarmac at the Naval Air Museum in Pensacola is also in my logbook a number of times.

All the best,

Roger D. Ferguson

Dear Patrick,

Enclosed is my check for five years. It's great to belong to such a great bunch of guys. Can't wait until the next reunion in San Antonio next year.

A fellow "Pelican"

George Dragos

Steve,

Just recently got my new computer up and running and logged onto the VP-45 web site for the first time. I'm impressed. Having my picture standing in front of the JAX PBY-5A is something I was not expecting. Your efforts are appreciated.

Thank you,

Roger Ferguson

Dear Patrick,

Enclosed is the cheque for \$10.00....sorry it is so tardy. I have not found a good and suitable photo of Dean (and me) but will try to find one and get it copied. How I wish we had known about the VP-45 reunions ten years ago...we would surely have come...but it is too late now, as Dean is housebound unless the rescue squad transports him.

Our warmest wishes to any VP-45 member who remembers him.

Pamela Freeman

PJ,

Thanks for the reminder. Check is "in the mail". As Project chairman with the Mariner/Marlin Association restoring the PBM-5A, I have become delinquent in other activities. We are now fiberglass covering the ailerons and elevators to complete the exterior work. The proposed display hanger at Pima Air and Space Museum has been delayed again with ground breaking now scheduled for June 2006. Although the cockpit and flight deck are about 75% complete, we can do very little more work in the interior as the plane leaks so badly that we will have to wait until it is inside. You can find info on the Museum at pimaair.org and also Mariner info at vpnavy.com

Regards,

Dan Cain

PJ,

Earl is in the hospital recovering from surgery and has asked that I forward his 2006 dues.

Thanks for the reminder.

Ruth Stein

Hi Steve,

The Newsletter came thru just fine....enjoyed it. Really didn't have much to add to the Cuban Blockade request, just that I recall flying all night the first three nights of the Blockade. Did wake up the boys in the tower one of those nights when I forgot to mention that I was making a JATO takeoff!

Keep up the good work!

Tom Doyle

Steve:

I elected to receive the Newsletter by email, and NL 36 came through fine. Read with interest the info on Reunion 2006 in San Antonio ... we're planning on attending. I have misplaced the actual dates of the reunion (NL only said "late Oct)... can you send me what the dates are.

You continue to do a great job ... NL 36 was a good read.

Wes May

Dear Steve:

The newsletter came through fine. Am not sure what impact doing dual distribution has on you. Make it easy on yourself. It took a long time to download however. I'll try at least one more before I evaluate whether a mailed copy would be better. Thanks though for your thoroughness.

With best regards,

Howard Ross

Dear CDR Turner,

My name is Gene Graham and I am the current president of the VP-45 Association. I was in JAX last weekend for a VP-18 reunion and talked to the squadron PAO who

gave me your email address.

We have a reunion every two years. The last one was held in JAX in October 2004. This year our reunion will be held in San Antonio October 25-29 with the primary days being the 27th and 28th. It will be held at the Airport Doubletree Hotel. I do not know what the squadron schedule is, nor what the current rules are for cross countries to attend social functions but if they are allowed, we would love to have you and the crew attend.

I will be contacting the squadron PAO again as we may be interested in having items for sale at the reunion.

By the way, the Wing Commodore gave us a briefing last weekend and he had nothing but the highest of praises for "the Pelicans" and your

last deployment. My congratulations to the men and women of the squadron. It sounds like a great tradition continues.

Patrol Navy forever,

Gene Graham

Gene,

Thank you for the invitation. I will do everything I can to try and be there. I will update you if for some reason it can not happen. If we can't take time to celebrate our history then we don't have a good set of priorities :-). Look forward to attending. I will keep in touch. As for the Commodore, it is nice to hear. It was a great combat deployment and I will bring the aircrew that made it happen to the reunion.

Mark Turner



Steve,  
Thought this might interest you. I recall I was an O-1 then!!

Fair skies ..... Chuck

**Military Pay Scale:  
(Over 3 yrs service)**

|     | <u>1955</u> | / | <u>2005</u> |
|-----|-------------|---|-------------|
| O-9 | \$1,021.80  | - | none        |
| O-8 | \$1,021.80  | - | 8,459.40    |
| O-7 | \$850.00    | - | 7,119.00    |
| O-6 | \$631.80    | - | 5,784.00    |
| O-5 | \$507.00    | - | 4,961.10    |
| O-4 | \$429.00    | - | 4,388.40    |
| O-3 | \$351.00    | - | 3,823.20    |
| O-2 | \$335.40    | - | 3,541.20    |
| O-1 | \$296.40    | - | 2,948.10    |
|     |             |   |             |
| W-4 | \$354.90    | - | 3,573.30    |
| W-3 | \$323.70    | - | 3,197.40    |
| W-2 | \$280.80    | - | 2,871.30    |
| W-1 | \$251.20    | - | 2,603.10    |
|     |             |   |             |
| E-7 | \$222.30    | - | 2,515.80    |
| E-6 | \$187.20    | - | 2,205.90    |
| E-5 | \$163.80    | - | 1,967.70    |
| E-4 | \$140.40    | - | 1,787.10    |
| E-3 | \$117.00    | - | 1,641.00    |
| E-2 | \$101.40    | - | 1,384.50    |

\*In 1955 there was no W-5;  
W-5 in 2005 is 5,548.20 for  
over 20 years.

Hi Guys

I got the following article from my son. My daughter-in-law Crystine is doing her thing in the middle east. This was a nice article published on her.

She seems to be a very busy lady.  
Harry Mendelson



**SOUTHWEST ASIA (AFPN) — Maj. (Dr.) Crystine Lee checks the status of Staff Sgt. Stephen Jones' leg at the hospital here. Had Sergeant Jones not taken his Self Aid and Buddy Care training seriously, he may not have survived.**



***Airman says manual, training saved his life.....***

by Senior Airman Cassandra Locke 379th Air Expeditionary Wing Public Affairs 11/14/2005 - SOUTHWEST ASIA (AFPN) — When he went to sleep one night, Staff Sgt. Stephen Jones felt tingling in his fingers and toes and had a high fever and chills. Sergeant Jones remembered from reading his Airman's Manual — and from his pre-deployment self-aid and buddy care training — that those signs were serious. He realized he needed to seek medical attention immediately. What Sergeant Jones thought may have been a strained leg muscle turned out to be a flesh-eating infection that could have killed him if he had not sought immediate treatment. "If he would have come two or three days later, he may not have survived," said Maj. (Dr.) Crystine Lee, 379th Expeditionary Medical Group general surgeon. She treated the sergeant for necrotizing fasciitis, also known as flesh-eating bacteria. The doctor said she may have had to amputate the sergeant's leg had he waited another 24 hours for treatment. "I knew something was wrong," said the fuels journeyman deployed from Cannon Air Force Base, N.M. "I knew I had to immediately take action even though I felt normal five minutes before." At the clinic, the staff checked his vitals and they found his white blood cell count was almost three times higher than normal. After examining his leg, the doctor spotted the problem. He had an infected blood clot in his leg. Dr. Lee and her team immediately performed surgery on him, removing the bacterially infected tissue. "He was being poisoned," Dr. Lee said. She said, while rare, this kind of infection can start from a scratch, bug bite or a cut. It most commonly occurs when streptococcus bacteria enters from a wound but is not contagious. "We're not sure why Sergeant Jones developed his infection since he had no point of entry. His case took everyone by surprise," Dr. Lee said. "Especially me," Sergeant Jones said. Dr. Lee said Sergeant Jones was unlucky to be one of the rare cases — but lucky to have been saved. "Our role at the 379th Expeditionary Medical Group is to keep our warfighters fit to fight, which includes everything from preventive measures to intervention for life threatening problems," the doctor said. Sergeant Jones credits 'all the training briefings' for saving his life. After his ordeal, he stresses all Airmen should take self-aid and buddy care training seriously and review their Airman's Manual regularly.

To all,

This is fairly new. The Navy Log used to cost \$25.00 to get your name on the rolls. Now it's free !!

[www.lonesailor.org/enrollment\\_form.php](http://www.lonesailor.org/enrollment_form.php)

One can also lookup shipmates. Have fun searching !!

PJ Imhof

Steve,

For years, I've wanted to write a story about Jack Barry's landing in the fog in Norfolk. Here it finally is. Maybe some of our shipmates would like to read about it in the Pelican. Regards,

Glenn Wiggins

One Saturday in 1956 in Bermuda while I was the Duty Officer, Ltjg. Jack Barry showed up with a crew. Jack recalls that with him were Lou Palmer, the Maintenance Officer plus his copilot, Phil Yosway, and two crewmen, MacMurchy, the Plane Captain and the radio operator, Andrechuk. Their mission was to fly one of our sickest P5M's to Norfolk for some engine work.

The launch went well, but one engine needed to run on rich to keep it going, obviously increasing the fuel consumption. Meanwhile the East Coast began to experience a major fog event. By the time Jack and his crew arrived, the entire East Coast was blanketed. By then, a return trip to Bermuda didn't pencil out so several ASR approaches were initiated at Norfolk. They were executed to minimums without seeing the seadrome, so the alternate at Elizabeth City was chosen. This

approach seemed to be going well until the pilots realized at 200' that the lights they were seeing were not the green lights of a seadrome, but white lights from moving cars on a highway. Lacking faith in another ASR there, the aircraft diverted back to Norfolk with a low fuel state, arriving there with just about enough for one approach.

Jack knew that the only remaining alternative of ditching at sea in the fog was not attractive to the crew, so he asked Andrechuk for a fix over Willoughby Spit using the radar, then flew the aircraft to the minimums and kept descending at 200' per minute, a common procedure in night landings. The touchdown was a slight skip, but when the engines were reversed, they quit, silencing both engines. They were promptly restarted but the aircraft had to wait 30 minutes until the crash boat could find them in the fog and lead them to the buoy. According to Jack, it was so thick you couldn't see the wing tip lights.

The Base Commander, an Admiral, had the tanks dipped and found a bit more fuel than what had been declared. Nevertheless, he agreed he would have done the same thing. So it was a great outcome to an event that is likely still in the recesses of those minds on board that day, almost 50 years ago.

### *DREAMS CAN COME TRUE!*

*by Roger D. Ferguson*

Some years ago I discovered that a PB5Y-5A Catalina (BuNo 46522—now N2172N) was not only in the Tillamook, Oregon "Air Museum" but it was airworthy! I flew this PB5Y-5A (BuNo 46522) in

both Navy Squadrons to which I was assigned from July 1944 to May 1946 (VPB-45 in Brazil and VJ-16 in Guantanamo Bay, Cuba). Immediately my dream list expanded to include visiting the "Air Museum" and sitting in that cockpit once more after 60 years. Doing so in an aircraft flown in the distant past would fulfill the dreams of countless pilots worldwide. Unfortunately, many such dreams slowly fade into oblivion as years roll by.

Miracles and dreams do occasionally come true! In mid-September 2005, that dream came to life for me. Earlier in the year, I became aware that the reunion of the PB5Y Catalina International Association (PB5Y CIA) would occur in Portland, Oregon on September 14-18, 2005. Tillamook and BuNo 46522 were only a reasonable drive away and I immediately knew it was a reunion I must attend.

Although Naomi, my wife of over 57 years, is a resident in an Alzheimers unit in a local nursing home, many people including my doctors and dentist urged me to go. I made the most of my absence by first driving to Springfield, Missouri on (9/9/05) where we lived for almost 30 years (1972-2001). I spent five wonderful days there seeing many old friends and attending two pilot organization meetings (SGF QB Hangar and the Missouri Pilots Association local chapter meetings) where I retain membership privileges.

On September 14, my UAL flight departed Springfield, Missouri for Portland, OR with a change of planes in Denver. The flights were routine and actually arrived a few minutes early at both Denver and Portland.



Most of the PBYCIA group went on a bus trip to the nearby Evergreen Aviation Museum to see the "Spruce Goose". I rented an automobile and drove the near 90 miles to the Tillamook, OR "Air Museum". I had made arrangements with the operators of the museum to enter N2172N and take pictures both inside and outside. What a thrill to actually sit in the cockpit of an airworthy aircraft that I last personally flew on November 26, 1945! To then mentally visualize other pilots with whom I flew in that aircraft was priceless.

The Tillamook Air Museum aircraft are kept in an old Navy Blimp hangar built in 1942-43. There were 17 built nationwide with Quonset-type roofs and were reputed to be the largest wooden structures ever constructed (1072' long, 295' wide and 192' high) with 7.25 acres of floor space. It would hold up to nine 252 foot long K-ships simultaneously (three end to end and three abreast). It has "AIR MUSEUM" painted on the roof from end to end. I estimate the letters are 60 to 80 feet tall. The museum has about 25 restored war birds and most are airworthy. There are about ten other aircraft on static display. The Tillamook Air Museum web site is: <<http://www.tillamookair.com>>.

When I got home to Savoy, Illinois on September 20th, my wife did not realize I had been gone for the better part of 12 days.

There is another PBY-5A (BuNo 46602 - 45-P-3) tied down on the ramp at the Navy Aircraft Museum in Pensacola, FL. I flew it a number of times including my VPB-45 Patrol Plane First Pilot (PP1P) check ride. It looks reasonably well on the outside but understand the inside is

a mess. Eventually it will be restored to its past glory days and housed inside the museum. They better get busy because this 86-year old would like to see it when restored and sit in that cockpit also. It would be surreal to have the dream come true a second time.

My first flight ever (1941 or 1942) was in a Ford Tri-Motor out of a cow pasture at night just outside Waterloo, Iowa. I received my wings on March 31, 1944 at Pensacola and entered on duty with VP-45 on or about July 10, 1944 at Belem, Brazil. My very last PBY-5A flight of 1.7 hours was on April 29, 1946 while giving water landing instructions to a junior pilot at San Juan, Puerto Rico.

Roger D. Ferguson  
Naval Aviator 1130512/3/05

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### ***RAINY NIGHT IN DOVER***

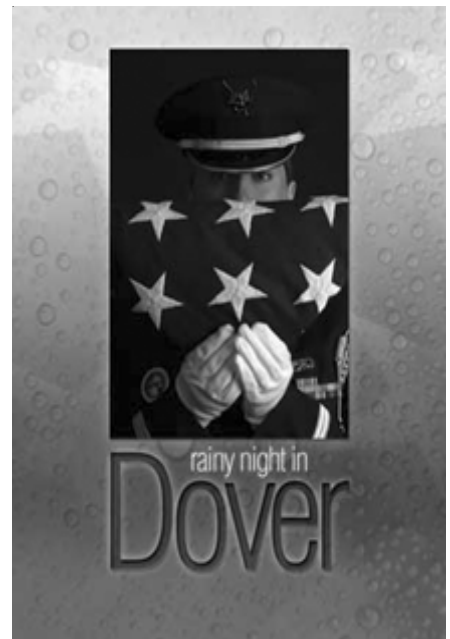
First Lieutenant Charity E. Winters, U.S. Air Force.....*USNI Proceedings*, February 2006.....It is raining in Dover. No surprise there. It always seems to be raining at Dover Air Force Base. Summer rain here in Delaware is a hot, humid precipitation that seems to asphyxiate the soul. It makes everything heavy. This evening, time seems to swim through the misty haze. From my view of the flight line the aircraft look like beached whales dying for an ocean.

The maintenance crews scurry about the C-5s and Boeing 747s. They are slow, heavy beasts and seem to defy the laws of nature every time their enormous engines scream down the runway. Substantial amounts of 24-hour maintenance and security support a fleet of air-

craft as they continuously come and go. Just enough repairs and patching up so that they can carry boxes from point A to point B and probably break down at point C.

When I first reported in to the colonel at Dover AFB he asked, "What is the point of all the transportation aircraft on the flight line?" Before I could rattle off some textbook response about expeditionary airlift, he jumped in with, "It's the cargo. Period. End of story."

Thinking this back to myself I laugh, "It's the cargo, stupid." Letters, tanks, airplane parts, helicopters, food, water, basketball courts . . . you name it, it is all cargo.



I'm here to protect the assets that carry the cargo. I'm really nothing significant, just a team member that supports the base so that it can continue with its mission.

Shipments in.  
Shipments out.

It is all a routine. Even tonight's delivery is routine. I look around at other military cops in position for the escort. How many times have they done this? Sometimes we don't

get this kind of delivery for a whole week. Other times it is more than one in a 12-hour shift.

So, it is the cargo we are waiting for tonight as the honor guard solemnly, slowly, and methodically approaches the 747. The aircraft came in from the desert. Its nose is opened up. In a gaping hole rests a lonely, small, silvery, but very heavy piece of cargo.

The shipment tonight is a coffin, and in that coffin is a soldier, on his final trip home. It is a sobering reminder of what we are. We wear the uniform. We are mortal.

The honor guard continues to march out into the downpour, led by an Air Force colonel and an Army general. The Army always sends a representative when the soldier is theirs. The Army doesn't have a morgue. The bodies come here.

"Tap.", "Tap.", "Tap," go the boots on the flight line.

A quote by General Patton comes to me as I stand by the squad car, "You are always on parade."

I bet the recruiter did not tell the soldier lying in that casket that he would always be on parade, even on his final march home. I find myself wondering, "What did the recruiter tell you? Why did you sign on the dotted line and pledge to defend the Constitution against all enemies foreign and domestic? Was it for education, security, patriotism, boredom, or desperation?"

The rain starts to beat harder. The honor guard moves the coffin into the back of a multi-stop van, which resembles a baker's bread truck. The radio crackles, "Dover to all post patrols. Be advised HR in motion. All units stand by. Halt all traffic." At this time the cops serve as escort as the van carries the re-

mains to the morgue.

Why am I thinking about this tonight? This is routine. Everything about this evening is routine from the rain to the maintenance crews taking smoke breaks. But then again, nothing is ever really ordinary. The moment is unique and it is unlike any other we will have again. We can't have this time back.

The radio breaks into my thoughts. "Dover Control to all post patrols, HR secured. You are free to release traffic."

So, release the traffic. Refuel and reload the aircraft. The mission is never done and troops needed those supplies last week.

Life is back on the move. We always have to move on. It isn't that we don't care. The cargo must fly. We have to keep moving, because there will be more little aluminum boxes, and in them we find ourselves. In those precious pieces of cargo is the reality of the oaths we've made. I, we, owe it to those troops to keep our end of the bargain, and never give up.

My call sign comes on the radio. There is a domestic issue in housing.

By now the honor guard has dispersed. The colonel and general are on their way home. It is time for me to get back to work. Let's go see what is happening in housing.

It is raining in Dover.

I don't know why, but I salute the building where the soldier is now resting.

I won't get this moment back. So, I just want to say, "Thanks. We'll keep marching for you."

First Lieutenant Winters, a 2003 graduate of the Air Force Academy, is currently serving in Iraq with Det 2632nd AF Gun Truck Company.

She is a security forces officer assigned to the 436th Security Force Squadron, Dover Air Force Base.

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## NAVAL AVIATION NIGHT CARRIER OPS

*"Endless hours of intense boredom, punctuated with moments of stark terror." ... Example follows. Only a true Pro could have pulled this one off. Troy*

Oyster here. This note is to share with you the exciting night I had the other month. It has nothing to do with me wanting to talk about me. But it has everything to do with sharing what will no doubt become a better story as the years go by.

There I was ... 'manned up' a hot seat for the 2030 night launch about 500 miles north of Hawaii. I was taxied off toward the carrier's island where I did a 180 degree turn to get spotted to be the first one off Cata-pult # 1. They lowered my launch bar and started the launch cycle. All systems were 'go' on the run-up. And after waiting the requisite 5 seconds to make sure my flight controls are good, I turned on my lights. As is my habit I shifted my eyes to the catwalk and watched the deck edge dude as he started his routine of looking left, then right. I put my head back against the head rest.

The Hornet cat shot is pretty impressive. As the cat fires, I stage the afterburners and I am along for the ride. Just prior to the end of the stroke ... there's a huge flash ... and a simultaneous B-O-O-M!

And my night world is in turmoil. My little pink body is doing 145 knots or so and is 100 feet above the black Pacific. And there it stays

— except for the airspeed, which decreases to 140 knots. Some where in here I raised my gear. And the throttles aren't going any farther forward despite my Schwarzze-negerian efforts to make them do so.

From out of the ether I hear a voice say one word: "JETTISON!" Rogered that, and a nanosecond later my two drops and single MER [about 4,500 pounds in all] are Black Pacific bound. The airplane leapt up a bit but not enough. I'm now about a mile in front of the boat at 160 feet and fluctuating from 135 to 140 knots.

The next comment that comes out of the ether is another one-worder: "EJECT!" I'm still flying . . . so I respond, "Not yet. I've still got it."

Finally, at 4 miles ahead of the boat, I take a peek at my engine instruments and notice my left engine doesn't match the right. (Funny, how quick glimpses at instruments get burned into your brain.) The left rpm is at 48% even though I'm still doing the Ah-Nold thing. I bring it back out of afterburner to mil power. About now I get another "EJECT!" call.

"Nope — still flying."

At 5 1/2 miles I asked tower to please get the helo headed my way as I truly thought I was going to be 'shelling out'. At some point, I thought it would probably be a good idea to start dumping some gas. But as my hand reached down for the dump switch, I actually remembered that we had a NATOPS operation prohibition against dumping fuel while in afterburner.

But after a second or two (contemplating the threat of the unnecessary burden) I turned the fuel dump switches on.

Immediately (I was told later) A SIXTY FOOT ROMAN CANDLE...BEGAN TRAILING BEHIND. At 7 miles I started a (very slight) climb to get a little breathing room.

CATCC control chimes in, giving me a downwind [landing pattern] heading.

"Ooh...what a good idea" and I throw down my tail hook.

Eventually I get headed downwind to the carrier at 900 feet and ask for a Tech Rep [Manufacturer's Technical Representative]. While waiting, I shut down the left engine. But in short order, I hear Scott "Fuzz" McClure's voice. I tell him the following: "OK Fuzz, my gear's up, my left engine's off and I'm only able to stay level by using minimum afterburner. And every time I pull it back to military power, I start down at about a hundred feet per minute."

I just continue trucking downwind...trying to stay level...and keep dumping fuel. I think I must have been in afterburner for about fifteen minutes. At ten miles or so I'm down to 5000 pounds of gas and start a turn back toward the ship. I don't intend to land but I don't want to get too far away. Of course, as soon as I stuck in that angle of bank...I start dropping like a stone. So I end up doing a (shallow bank) 5 mile (radius) circle around the ship.

Fuzz is reading me the single engine rate of climb numbers from the 'book' based on temperature, etc. And it doesn't take us long to figure out that things aren't adding up. One of the things I'd learned about the Hornet is that it is a perfectly good single engine aircraft . . . flies great on one engine. So why do I now need blower [afterburner] to stay

level ?

By this time, I'm talking to the Deputy CAG (turning duty on the flight deck) and CAG who's on the bridge with the Captain. And we decide that the thing to do is climb to three thousand feet and 'dirty up' (gear and flaps down) to see if I'm going to have the excess power needed to be able to shoot a night approach for a landing.

I get headed downwind - go full burner on my remaining engine...and eventually make it to 2000 feet before leveling out below a scattered layer of puffy clouds. And the 'puffies' are silhouetted against a half moon which was really, really cool. I start a turn back toward the ship, and when I get pointed in the right direction. I throw the gear down and pull the throttle out of burner.

Remember that flash/boom . . . that started this little tale? (Repeat it here) ... Boom! I jam it back into afterburner, and after three or four huge compressor stalls (and accompanying deceleration) the right engine 'comes back'. I'm thinking my blood pressure was probably 'up there' about now ... and for the first time, I notice that my mouth has dried up. This next part is great. You know those stories about guys who deadstick crippled airplanes away from the orphanages and puppy stores and stuff and get all this great media attention? Well, at this point I'm looking at the picket ship in front of me, at about two miles, and I transmit to no one in particular, "You need to have the picket ship hang a left right now. I think I'm gonna be outta here in a second." I said it very calmly but with meaning. The picket immediately pitched out of the fight. Ha! I scored major

points with the heavies afterwards for this. Anyway, it's funny how your mind works in these situations.

OK, so I'm dirty and I get it back level and pass a couple miles up the starboard side of the ship. I'm still in minimum blower and my fuel state is now about 2500 pounds. Hmm. I hadn't really thought about running out of gas. I muster up the nerve to pull it out of blower again and sure enough...flash, BOOM! I'm thinking that I'm gonna end up punching out and tell Fuzz at this point "Dude, I really don't want to try that again."

Don't think everyone else got it, but he chuckled.

Eventually I discover that even the tiniest throttle movements cause the 'flash/boom thing' to happen so I'm trying to be as smooth as I can. I'm downwind a couple miles when CAG comes up and says, "Oyster, we're going to rig the barricade."

Remember, CAG's up on the bridge watching me fly around doing blower donuts in the sky and he's also thinking I'm gonna run outta JP-5.

By now I've told everyone who's listening that there's a better than average chance that I'm going to be ejecting. The helicopter bubbas - God bless 'em - have been following me around this entire time.)

I continue downwind and again, sounding more calm than I probably was, call the LSO. "Paddles, you up?"

"Go ahead" replies "Max" Stout, one of our LSO's.

"Max, I probably know most of it, but do you want to shoot me the barricade briefing?"

So, in about a minute, he went from expecting me to 'punch out' to

have me asking for the barricade brief (so he was hyperventilating.) But he was awesome to hear on the radio . . . just the kind of voice you'd want to hear in this situation. He gives me the barricade brief. And at nine miles I say, "If I turn now will 'it' be up when I get there? Because I don't want to have to go around again."

"It's going up right now, Oyster."

"Start your turn."

"Turning in, say the final bearing."

"Zero six three," replies the voice in CATCC."

"OK, I'm on a four degree glide slope and I'm at 800 feet. I will intercept glide slope at about a mile and three quarters then reduce power."

When I reduced power: Flash/boom! Add power out of fear. Going high! Pull power. Flash/boom! Add power out of fear. Going higher! Flashback to LSO school... "All right class, today's lecture will be on the single engine barricade approach. Remember, the one place you really, really don't want to be is high. O.K.? You can go play golf now."

When I start to set up a higher than desired sink rate the LSO hits the "Eat At Joe's" wave-off night lights." Very timely too. I stroke the AB and cross the flight deck with my right hand on the stick and my left thinking about the little yellow and black ejection handle between my legs.

No sweat. I cleared that sucker by at least ten feet. By the way my fuel state at the ball call was (now low) at 1.1.

As I slowly climb out I punched the radio button saying . . . again to no one in particular: "I can do this."

I'm in blower still and CAG says, "Turn downwind."

After I get turned around he says, "Oyster, this is gonna be your last look (at the boat in the dark below) so you can turn in again as soon as you're comfortable."

I flew the DAY pattern and I lost about 200 feet in the turn and like a total dumbass, I look out of the cockpit as I get on centerline and "that 'NIGHT THING' about feeling that I'm too high" GRABBED ME . . . and (in error) I pushed down further to 400 feet (above the dark water).

I got kinda irked at myself then as I realized I would now be intercepting the four degree glide slope in the middle ... with a flash/boom every several seconds all the way down. Last look at my gas was 600-and-some pounds [100 gallons] at a mile and a half. "Where am I on the glide slope, Max?" I ask. And I and hear a calm "Roger Ball." I know I'm low because the ILS [needle] is waaay up there.

I can't remember what the response was but by now the ball's shooting up from the depths. I start flying it but before I get a chance to spot the deck I hear: "Cut, Cut, Cut I'm really glad I was a 'Paddles' for so long because my mind said to me "Do what he says, Oyster!" and I pulled it back to idle. My hook hit 11 paces from the ramp. The rest is pretty tame. I hit the deck . . . skipped the one, the two and snagged the three wire and rolled into the barricade about a foot right of centerline.

Once stopped, my vocal cords involuntarily shouted, "VICTORY!" The deck lights came on bright . . . and off to my right there must have been a ga-zillion cranials

and eyes watching.

You could hear a huge cheer across the flight deck. Afterwards I open the canopy and the first guy I see is our huge Flight Deck Chief named Richards....and he gives me the coolest personal look . . and then two thumbs up.

*I will remember all of that forever.*

P.S. You're probably wondering what gave the engines problems. When they taxied that last Hornet over the catapult, they forgot to remove a section or two of the rubber cat seal. When the catapult shuttle came back (to hook me up), it removed the cat rubber seal which was then inhaled by both engines during my catapult stroke. Left engine basically quit even though the engine is in pretty good shape. But it was producing no thrust and during the wave-off one of the LSO's saw "about thirty feet" of black rubber hanging off the left side of the airplane.

The right engine .. the one that kept running, had 340 major hits to all engine stages. The compressor section is trashed and best of all . . . it had two pieces of the cat seal [one 2 feet and the other about 4 feet long] sticking out of the first stage and into the air intake. God Bless General Electric! By the way, maintenance data showed that I was fat on fuel — I had 380 pounds (61 gallons) of gas when I shut down.

Again, remember this particular number as in ten years (of story telling) when it will surely be . . "FUMES MAN . . . FUMES, I TELL YOU!" Oyster

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#### Military Wisdom

*"If the enemy is within range, so are you." - Infantry Journal*

## ***A BOAT FROM THE SKY***

*Bermuda Royal Gazette*

*Mar 18, 2005*

**N**INETEEN-ninety-five was a watershed year for Bermuda, as the Royal Navy left Bermuda after 200 years and the United States Navy steamed away after 54 years at two bases on the island.

The eastern one, Kindley Field, named after World War One flying ace Capt. Field Kindley, became Bermuda International Airport. The western Naval Operating Base (NOB) was locked shut, although not for long due to the wiles of vandals and souvenir seekers.

From the early 1940s until the mid-1960s, the NOB was home to squadrons of flying boats, distinguished from seaplanes in having the lower part of their housing designed as a hull. As children camping on Hawkins Island, we watched with wonder as these great bird-boats took off and landed in the ship's channel towards the Dockyard: it was our first contact with flying and the occasional navy blimp added to the mystery of the skies.

It was a flying boat from NOB that sank the third submarine claimed by the Americans after their entry into the war.

On June 30, 1942, a Martin PBM Mariner of squadron VP-74, skippered by Lt. Richard E. Schreder, was returning to NOB after patrolling in the "Bermuda circle", when it found U-158 running fast on the surface.

After spotting the flying boat, the submarine dove, but a depth charge from the plane was lodged in its superstructure and detonated at its fused depth of 50 feet. The crew in the flying boat observed the underwater explosion of the submarine, which was lost with all hands.



After the war, flying boats

continued to patrol out of Bermuda, using various planes, the last of which was the Martin P5M Marlin. The Glenn Martin Company in Maryland manufactured these extraordinary machines, which had an outstanding safety record.

Martin, an aviation genius, made more than 12,000 planes of 80 types over 40 years into the 1950s and his name survives as the familiar Lockheed Martin military corporation. He trained Boeing, Douglas, Lockheed and others who are household names today.

Only one sample of the PBM Mariner and the P5M Marlin survive today, despite the large numbers made and their outstanding service records in World War Two, Korea and Vietnam. These "fighting flying boats" were replaced by the P-3C Orion aeroplanes, so familiar at Kindley Field to those of us who grew to maturity in Bermuda in the Cold War years, when they tracked Russian submarines en route to Cuba.

The 54 years of service of the US Navy at Bermuda was not without losses and one of those was the crash on September 22, 1961 of a P5M-2 of squadron VP-45. The flying boat was returning to Bermuda, when a

fire destroyed one of its engines and it was forced to crash land in the ocean, 180 miles north of Bermuda.

Unfortunately, it hit the water at an angle and went straight down, with only three of the crew escaping from a depth of about 40 feet. The survivors, Jack Dockery, Peter Hofstedt and Patrick Imhof, remained together in rough seas for over 12 hours, until rescued around 8 a.m. the next day by the African Pilot of the Farrell Lines, out of New York for Monrovia.

One of the survivors, Patrick Imhof, AMS2, USN, was attacked by sharks during the rescue operation, but was plucked from the sea at the last moment. A memorial service was held at the Chapel of Peace at the naval station and base

personnel erected a plaque in memory of their lost shipmates. When the station was closed in 1995, one of the items that went missing was that plaque.

Captain Andrew M. Sinclair, USN (Ret) and LT James Humphreys, USNR, have searched for the plaque for some years, but to no avail. They then decided to have a new one made and installed in the United States Navy Room at the Commissioner's House of the Bermuda Maritime Museum.

*Bermuda Maritime Museum  
U. S. Navy Room Plaque*



Ken Henneberger, a member of VP-45 at the time, remained in Bermuda and will be assisting with a small exhibition on the Patrol Squadron and on the crash of 1961.

The United States Navy Room at the Commissioner's House commemorates the 54 years of service of the US Navy at Bermuda from 1941 to 1995, a period that saw the transformation of the island from a major military outpost to a tourism and international finance landmark.

The US Navy Room was the gift

of "plank owner" donors with American connections, including those named above who have now donated the new plaque to remind us of those flying boat airmen who lost their lives at Bermuda in the service of the free world.

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Dr. Edward Harris, MBE, JP, FSA, Bermudian, is the Executive Director of the Bermuda Maritime Museum. The views expressed in this article are his opinion and not necessarily those of the trustees or staff of the Museum. Comments can be sent to:

[drharrislogic.bm](mailto:drharrislogic.bm)

Dear Steve,  
Per PJ's suggestion, herewith is a photo of the Bermuda Maritime Museum Plaque for inclusion in the Post. Will send two more separately. Should you desire clearer copies perhaps I can obtain from Dr. Harris.

Dr. Harris has been most supportive in this project and he and his staff have devoted considerable time and workmanship to come up with the final excellent result. The Plaque occupies the Number One location in the USN Room. Perhaps you will visit some day.

A complimentary copy of the

latest issue of the PP along with the next to Dr. Harris would be in order. He and his team will appreciate them.

Dr. Edward C. Harris, MBE, JP,  
FSA  
Executive Director  
Bermuda Maritime Museum  
P.O. Box MA 133  
Mangrove Bay MA BX  
Bermuda

We look forward to VP45 visitors. My contact number is 441-295-1676.

Keep up your good Secretary/Editor work. The Pelican Post is very important to morale and heritage. Yours aye.....Andrew Sinclair USN Room Committee VP45 '46-'48

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*Thank you Dr. Harris, Andrew Sinclair, James Humphreys and Ken Henneberger for your diligence in searching for and then replacing the missing plaque. It looks great in the photograph. I look forward to visiting the Maritime Museum and seeing the plaque in the U.S. Navy Room and hope many more of our members will also visit. ED*

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### Why Some Countries Can't Change to the Metric System

*If the metric system did ever take over, we'd have to change our thinking to the following:*

- \* A miss is as good as 1.6 kilometers.*
- \* Put your best 0.3 of a meter forward.*
- \* Spare the 5.03 meters and spoil the child.*
- \* Twenty-eight grams of prevention is worth 453 grams of cure.*
- \* Give a man 2.5 centimeters and he'll take 1.609 kilometers.*
- \* Peter Piper picked 8.8 liters of pickled peppers.*

### NAVY PATROL AVIATION

From the web site of Cdr. Ken Sherman, Ret., the secretary of the VP-1 P-3 Orion Pioneers ..... Navy Decommissions Three More VP Squadrons; Future of Maritime Patrol Aviation in Doubt.

OPNAV NOTICE 3111 29 Nov 05  
From: Chief of Naval Operations  
To: All COMPATWING  
UNCLAS

1. Purpose: To approve disestablishment of subject fleet activities, all under the administrative command of the Chief of Naval Operations.

2. Background: The disestablishment of PATRON SIX FIVE (VP-65), PATRON SIX SIX (VP-66), and PATRON NINE FOUR (VP-94) are in compliance with the Active Reserve Integration (ARI) plan. In addition, P-3 aircraft fatigue issues have required the grounding of 30 aircraft during CY 05, necessitating an accelerated disestablishment plan to recapitalize scarce aircraft resources.

3. Organizational Changes: Effective 31 March 2006, disestablish VP-65, VP-66 and VP-94. VP-65 is in Point Mugu, CA. VP-66 in Willow Grove, PA. VP-94 in New Orleans, LA. *None of the three squadrons had any aircraft left on the ramp* (emphasis added - Ed.). Their 12 P-3s were already on temp loan to active squadrons. All 12 will be transferred no later than 01 Feb 06 to either the active fleet or the boneyard at Davis Montham AFB. IMRL gear and SE are already in process of being shipped to other locations.

This will reduce the Reserve P-3 force to a total of 18 P-3 aircraft in CY 06.

MESSAGE ENDS

This is nearly catastrophic regarding

the Navy's long-range patrol aviation and ASW capabilities. This memo confirms rumors heard earlier that the Navy now has less than 100 flyable P-3C aircraft, down from 288 in 2003. Stress tests on remaining aircraft made engineers wet their pants. The theoretical max safe wing loading at this point had been calculated to be 3.7Gs. When tested, however, detectible fractures began occurring at 2.8Gs — what you get in a moderately hard landing or on-station in turbulence.

In 2005 alone, the US Navy has contracted with a number of companies, including Lockheed Martin, Northrop Grumman, L-3 Communications, and Logistics Services International for a total of over \$249 million just for structural inspections and repair, principally the wings.

The P-8A, recently chosen to replace the P-3C beginning after 2012, is estimated to cost the Navy at least \$15 billion — money the Navy does not have. Attempts to get allied countries to partner with the US in developing the P-8 for a relatively paltry \$300 million each have so far failed. While the Navy has yet to announce the per unit price for the P-8, it is this author's belief that the ongoing war on terrorism and the Navy's clear shift of emphasis to the DD(X), CVN(X), and LCS will starve the P-8 project to the point that no more than 50 will be eventually produced for the US. Fifty would be enough to equip two squadrons at NAS WHIDBEY ISLAND and two squadrons at NAS JACKSONVILLE with eight aircraft each, plus an additional twelve or so for the RAG at VP-30. However, it is not inconceivable that the program will be defunded entirely and US Navy long range patrol avia-

tion be allowed to die a quiet death. Indeed, as the fourth generation AIP-equipped diesel-electric subs quietly spread across the Third World, the future of US Navy air ASW may rest with the helicopter fleet, aided by surface ships, US subs, and the single fastest-growing weapon in our arsenal, Unmanned Aerial Vehicles (UAV's).

*What is the future of US Navy Maritime Air Patrol?*

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### *P-8A Preliminary Design Review*

Boeing and the U.S. Navy held a successful P-8A Multi-mission Maritime Aircraft (MMA) program Preliminary Design Review last week in Seattle, Wash.

During the five-day session, Navy representatives reviewed the P-8A's system architecture and initial design to ensure the Boeing-led industry team is on target to meet program performance requirements and can proceed to detailed design. While the integrated team now must complete nine action items before the PDR can be considered officially "closed" or complete, review participants deemed it a success.

Rear Admiral Jeff Wiering, NAVAIR's assistant commander for research and engineering and chairman of the review board, said the P-8A program was "the best major weapons system PDR we have ever reviewed."

"The entire P-8A team was well-prepared for the PDR and has worked extremely hard to ensure we're on cost, on schedule and meeting or exceeding our technical requirements, said Tony Parasida, Boe-



*P-8A*



ing vice president for maritime systems. "The positive feedback we've received to date is confirmation that we're headed in the right direction."

Navy Commander Mike Moran, leader of the P-8A MMA department in NAVAIR's Maritime Surveillance Aircraft Program Office, said "Naval aviation needs this platform, and PDR is a critical time for the team to ensure we remain on our stated course to deliver this transformational aircraft to the warfighter. We are definitely on track to deliver this full-spectrum antisubmarine warfare capability on time and on budget."

The P-8A, a 737-800 aircraft, is the Navy's replacement platform for the P-3C. Its primary mission is to provide persistent antisubmarine warfare. In addition, the P-8A MMA will contribute to anti-surface warfare and intelligence, surveillance and reconnaissance warfighting capabilities, as defined in the Sea Shield and FORCENet elements of the Navy's Sea Power 21 program.

The Boeing-led team, which includes CFM International,

Northrop Grumman, Raytheon and Smiths Aerospace, will produce five test aircraft during the program's System Development and Demonstration phase. Plans call for up to 108 aircraft to be purchased by the Navy to replace its aging fleet of P-3 aircraft.

One of the P-8A program's next major milestones will be a Critical Design Review, scheduled for 2007.

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### MILITARY HUMOR

*"Well," snarled the tough old Navy chief to the bewildered seaman, "I suppose after you get discharged from the Navy, you'll just be waiting for me to die so you can come and urinate on my grave."*

*"Not me, Chief!" the seaman replied. "Once I get out of the Navy, I'm never going to stand in line again!"*



## *VP-45 'Pelicans' support Operation Enduring Freedom*

*by Lt. j.g. Dennis Smith, PAO*

The 'Pelicans' of VP-45 had the opportunity to fly missions over Afghanistan in support of Operation Enduring Freedom after they arrived in theater May 26.

"These missions were some of the most meaningful and rewarding flying I have ever done in a P-3", commented Aircraft Commander Lt. Magdiel Rosario.

"The combat arrivals and departures are like none other that I have done before and probably won't ever get the chance to do again."

The P-3, a land-based, long-range patrol aircraft, provides multi-mission intelligence, surveillance, reconnaissance and combat capability to theater commanders worldwide. The crew of 11 includes three pilots, two flight officers, three flight engineers, three sensor operators and one in-flight technician.

As a single plane detachment, VP45's Combat Aircrew Seven spent a month in Afghanistan flying combat missions. The flying techniques the crew employed maximized safety while accomplishing the mission.

The aircrew used the P-3's sensors to provide real-time information to joint combatant commanders on the ground. This information helped the leaders assess the

battle space and make strategic - sometimes life and death related - combat decisions.

For deployed Pelicans, flying a mission in direct support of coalition troops fighting a war on the ground was a "huge" endeavor, but they gained personal insight, as well as job satisfaction.

When they weren't flying missions, Pelicans stationed in Kandahar, Afghanistan got to know the troops they supported on a personal level. These acquaintances gave them a new perspective on the importance of their mission.

"Working closely with the soldiers on the ground was some of the most rewarding flying I have ever done," said Lt. Cmdr. Phillip

Heberer, officer-in-charge of CAC-7.

"Seeing the faces of the people whom you are supporting has put a whole new meaning to the mission for me."

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*On behalf of myself and the Patron Four Five Association I would like to say, "Thank You CAC-7 and Thank You VP-45 for your service to our country. We are proud of all of you and wish you the best of luck wherever your careers may lead you in the future. ED*



*Photo courtesy of VP-45*

**(Standing, left to right) AW3 Wayne Stevens, Lt. Neil Hernandez, ATC James Culverhouse, AW2 Carlos Davis, L. Matt Andersen, Lt. Mags Rosario, AW2 Mario Gomez, AT3 Chad Zillioux, AD1 John Diaz, and ADC James Worth. (Kneeling left to right) Lt. j.g. T. J. Kubisiak and Lt. Cmdr. Phil Heberer.**

## *Pelicans' home for Christmas*

*By Lt. j.g. Kelly Chufu, VP-45 PAO*

The best holiday gift of all arrived Dec. 12 for the families of the VP-45 Pelicans. It didn't come by sleigh or wrapped with a fancy bow but rather by P-3C Orion aircraft, wrapped in camouflage flight suits and fresh from the fight in the global war on terrorism

All aircrew and support personnel arrived safely at NAS Jacksonville just in time to catch Santa sliding down their chimney after a successful six-month deployment to both Fifth and Seventh Fleets.

This historic P-3C deployment flown in support of Operations Iraqi Freedom and Enduring Freedom included many "firsts" for the Pelicans. Most notably among the many accomplishments was being the first East Coast VP squadron in recent years to deploy to the 5th and 7th Fleets, the first to deploy to Al Udeid Air Force Base, Qatar, and the first



*AO2 Cassandra Parker and ATAN William Jones guide a VP-45 P-3 into its parking spot upon the completion of another mission during the deployment. Photo courtesy of VP-45*

to operate from a forward deployed operating base located in Iraq.

VP-45 set out on deployment with one goal in mind: achieve unparalleled mission success in all the-

aters of operation. An ever-increasing operational tempo, demanding schedules and blistering heat constantly challenged squadron personnel, but the Pelicans remained dedicated and optimistic about their mission and to the many contributions they were making towards the war effort.

When further faced with the task



*Night or day, the VP-45 "Pelicans" are always ready to respond to the call for support in the global war on terrorism. Photo courtesy of VP-45*

of redeploying all personnel and assets from Bahrain to Qatar, they immediately recognized the redeployment as an opportunity to spearhead the development of operating procedures for future Navy maritime patrol and reconnaissance aircraft deployments.

Furthermore, the standards of excellence held by all VP-45 Sailors ensured sustained informational superiority for the ground forces the squadron supported throughout the deployment.

When the first crew left Jacksonville in late May of last year, little did they know that they would be playing such a major part in the global war on terrorism by providing critical, real-time support to coalition troops both at sea and on land.

During the deployment, the Pelicans were dispersed to six bases

and were separated by 12 time zones, while bringing the fight to remote locations in Asia, Africa and the Middle East. In all, the Pelicans completed more than 600 missions and amassed more than 3,500 flight hours during their deployment.

Despite the long hours and hard work, VP-45 Sailors still found the time to study for advancement exams and warfare qualification boards. There were nine Sailors promoted to E4, seventeen to E5 and three to E6 as well as 62 newly qualified enlisted air warfare specialists. Reinforcing their dedication to service and country, 58 Sailors reenlisted on deployment for a grand total of \$137,000 tax free reenlistment bonuses.

The level of devotion displayed by every VP-45 Sailor has made a difference throughout the globe. "I could not be prouder of the men and women of VP-45," said VP-45

C o m -  
m a n d i n g  
O f f i c e r  
C m d r . W i l -  
l i a m Z i r -  
z o w . " T h e y  
m e t e v e r y  
c h a l l e n g e  
p l a c e d b e -  
f o r e t h e m  
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T h e y c a n  
t a k e g r e a t  
p r i d e i n  
t h e i r c o n -  
t r i b u t i o n s  
t o O p e r a -  
t i o n s I r a q i  
F r e e d o m ,  
E n d u r i n g  
F r e e d o m ,  
a n d t h e g l o -  
b a l w a r o n  
t e r r o r i s m . "



*At last! Nathan Welden walks over for a warm embrace from his grandfather, VP-45 Command Master Chief CMDCM Lawrence Welden, who just stepped off his plane.*

## REUNIONS

The Mariner/Marlin Association will hold its 24th Annual Reunion in Seattle, Washington May 9-14, 2006. Our headquarters will be at the Doubletree Hotel Seattle Airport. More information will be forthcoming in our newsletter when they go to press or contact either of the cochairs (Ross Gibbs, 22222 100th Ave S.E., Kent, WA 98031 (ph)253-854-1444 or Ron Sommerdorf,15503 90th St., Brownton, MN 55312 (ph) 320-328-734 or ronkaren@hutchtel.net.

## BOOKS



P-3 ORION IN ACTION by Richard S. Dann and Rick Burgess (a member of our association) ..... presents the concise history and status of the P-3 and its variants to aviation buffs and model-aircraft builders. The soft-cover landscape-format book, published in August 2004, describes the history and characteristics of the major P-3 models and brief descriptions of all versions, including foreign usage. The book includes 102 black & white photos, 10 color sideview drawings, three color art paintings and 35 line drawings.

I was presented with a copy for our archives and found it very interesting and informative.

Published by Squadron/Signal Publications, Inc., 1115 Crowley Drive, Carrollton, TX 75011-5010, www.squadron.com.

## WEBSITES

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

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

## TREASURER'S REPORT

### BANK OF PENSACOLA

|                                   |                 |            |
|-----------------------------------|-----------------|------------|
| <i>Beginning Balance</i> 07/01/05 |                 | \$3,837.56 |
| <i>Income:</i>                    |                 |            |
| Dues                              | <u>1,780.00</u> |            |
| Subtotal                          | 5,617.56        |            |
| <i>Expenses:</i>                  |                 |            |
| Printing                          | 562.84          |            |
| Postage                           | 141.27          |            |
| Member Refunds                    | 10.00           |            |
| Delaware Franchise Fee            | <u>199.00</u>   |            |
| Total Expenses                    | 913.11          |            |
| <i>Ending Balance</i> 12/31/05    |                 | \$4,704.45 |

\*\*\*\*\*

### SMITH BARNEY MONEY MARKET

|                           |        |             |
|---------------------------|--------|-------------|
| <i>Beginning Balance</i>  |        | \$15,927.23 |
| <i>Income</i> 7/05 -12/05 | 285.32 |             |
| <i>Total Money Market</i> |        | \$16,212.55 |

\*\*\*\*\*

|                         |                 |
|-------------------------|-----------------|
| TOTAL MONEY MARKET      | 16,212.55       |
| TOTAL BANK OF PENSACOLA | <u>4,704.45</u> |

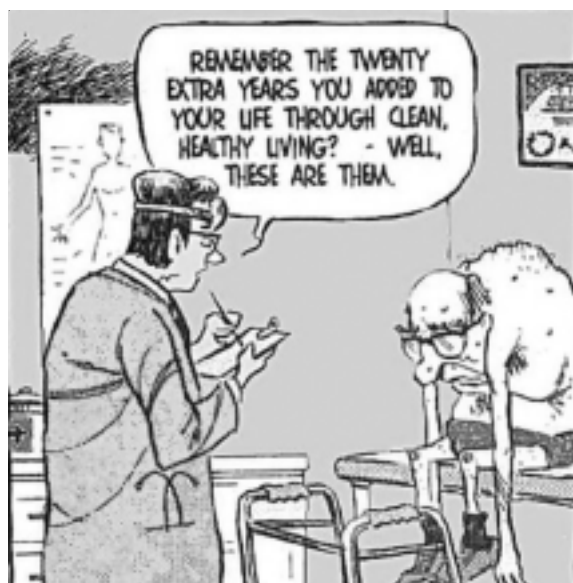
TOTAL CAPITAL AS OF 12/31/05 \$20,917.00

**Patrick J. Imhof**

Treasurer - 1/20/06

## SEARCHING FOR

Walt Veith.....Contact PJ Imhof with information.



# PATRON FOUR-FIVE ASSOCIATION

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



VP - 45 (PBY)  
1943 - 45

Walt Disney



VP - 205

*President*

*Gene Graham*

*Vice President*

*Jim Means*

*Treasurer*

*Patrick Imhof*

*Secretary/Editor*

*Steve Riddle*

Dues are \$10 per year 1/1 to 12/31, \$45 for five years or \$200 for life and are payable to Mr. P. J. Imhof, Treasurer; VP-45 Association; 3204 E. Moreno Street; Pensacola, FL 32503-6529. Please inform the address or other personal information changes.



**PATRON FOUR FIVE ASSOCIATION**

P.O. BOX 123045  
FORT WORTH, TX 76121-3045

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**ADDRESS SERVICE REQUESTED**

# PATRON FOUR-FIVE

Pelican Post

A S S O C I A T I O N



August 2006

Newsletter #38

## *From the President.....*

THE ONLY THING REMAINING IS TO PACK MY BAGS!!!!!!

My reservations are made at the hotel, I have picked out the events I will be attending, I am dreaming of all the “great Mexican food” I plan to eat, I am excited about seeing everyone again; BUT, most important, I am thinking up ways to embellish (lie) all my old sea stories so that you will think of them as new.

The officers, along with the help of Military Reunion Planners, are putting the finishing touches to our plan for a great reunion. This is a wonderful time to renew old friendships and make new ones. For those of you who have not made your plans yet, I urge you to do so. For those of you who have never attended a reunion or visited San Antonio, this is a once in a lifetime chance. Reunions are fun and San Antonio is a great destination.

I do have at least one other thing to accomplish and I want to challenge each of you to do the same. The last task I have remaining is to

get in touch with one additional shipmate who does not plan to attend and to convince him to come. I ask each of you who are planning on attending to do the same. The quickest way to make this reunion the best ever is to increase the participation of all “Pelicans”.

SEE YOU IN SAN ANTONIO!

GENE GRAHAM

•••••

## *From the Vice President....*

Time is getting by us and it will soon be time to hit the trail to TEXAS. Check out the things that we will be doing, and if you haven't done so, get signed up. We are going to have a great time ... all we need is YOU.

SEE YOU IN TEXAS!

JIM MEANS

**RESERVATIONS FOR  
REUNION EVENTS  
MUST BE MADE BY  
SEPTEMBER 11TH  
2006**

## *From the Secretary.....*

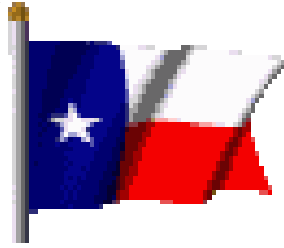
The fall newsletter is usually published in September but has been moved up a month this year to make sure members have the latest reunion news and deadlines.

Our reunion planner has set a deadline of September 11th for reunion event reservations and the hotel will only hold our room block until October 4th. Keep these dates in mind as you go forward with your plans.

Make your reunion event reservations online at [www.militaryreunionplanners.com/patron45](http://www.militaryreunionplanners.com/patron45) or mail in the reservation form that was included in the March 06 newsletter. Let me know if you need another reservation form and I'll get it to you right away.

Call the hotel at 210-366-2424 to make your room reservations. Our rate is \$89 per night plus tax. Make sure you mention that you are a member of the VP-45 Association.

If you need help, please contact me at [s\\_riddle@charter.net](mailto:s_riddle@charter.net), PO Box 123045, Fort Worth TX 76121-3045 or 817-244-2703.



COME TO SAN ANTONIO!  
DON'T FORGET YOUR  
PICTURES AND OTHER  
MEMORABILIA. SHARE  
YOUR MEMORIES WITH  
FELLOW 'PELICANS'.

STEVE RIDDLE



DOUBLETREE AIRPORT HOTEL (AT THE STAR)  
NORTH SIDE AT 37 NE LOOP 410

**REUNION REGISTRANTS**  
*(as of 7/23/06)*

| <u>Last</u> | <u>First</u> | <u>Years</u> | <u>Rate/Rank</u> |
|-------------|--------------|--------------|------------------|
| Ahlstrand   | Donald       | 72-75        | LT               |
| Barkell     | Dane         | 52-55        | AT3              |
| Barski      | Edward       | 63-67        | AT2              |
| Boyd        | John         | 68-71        | CDR              |
| Christensen | Merle        | 73-76        | LT               |
| Clabby      | James        | 71-74        | CAPT             |
| Cox         | Richard      | 73-76        | LT               |
| Creamer     | George       | 58-60        | AT1              |
| Doyle       | Thomas       | 60-63        | LCDR             |
| Eckhouse    | Mort         | 63-65        | CDR              |
| Fischer     | Halsey       | 73-76        | LT               |
| Gold        | Ken          | 54-56        | AT-Crew          |
| Graham      | Gene         | 72-75        | LCDR             |
| Green R.    | Gerald       | 53-56        | AT2              |
| Hall        | Robert       | 75-78        | Flight Lt.       |
| Hembree     | Sam          | 54-56        | Captain          |
| Hummel      | Robert       | 52-54        | AT3              |
| Johnson     | David        | 56-59        | LCDR             |
| Kennedy     | Frank        | 60-62        | ADR2             |
| Koschak     | Karl         | 70-73        | CAPT             |
| Lackey      | Ed           | 71-74        | LT               |
| Loria       | Paul         | 54-57        | AO3              |
| Marr        | Douglas      | 55-58        | AM2              |

| <u>Last</u> | <u>First</u>   | <u>Years</u>  | <u>Rate/Rank</u> |
|-------------|----------------|---------------|------------------|
| Massenburg  | Walter         | 71-76 & 83-86 | 0-9              |
| Means       | Jim            | 69-72         | CDR              |
| Myers       | William        | 54-56         | ATCS             |
| Oberlander  | Clifford       | 62-65         | LT/USN           |
| Olson       | Morten         | 57-59         | LTJG             |
| Piccioni    | Jerry          | 71-73         | LCDR             |
| Riddle      | Steve          | 59-62         | AT2              |
| Rodriguez   | Carolyn        | 61-63         | n/a              |
| Rogers      | Gary           | 73-76         | LT               |
| Sabol       | David          | 58-60         | E-5              |
| Shaffer     | Clarence (Bud) | 60-63         | DAR1/CWO4        |
| Sherman     | Gloria         | 62-64         | LT (KIA)         |
| Spotts      | James          | 60-63         | AT2 Aircrew      |



.....

“The world is a dangerous place to live—  
not because of the  
people who are evil,  
but because of the  
people who don't do  
anything about it.”

—Albert Einstein



## In Memoriam

Rudy Kaestner '43 -'46  
VP-205

Eleanor (spouse of Robert White) '42 -'43  
VP-205 Plankowner

It is with great sorrow that I pass the word that our shipmate LEE OLDEN ( VP 45 TACCO 67-69) passed on a few weeks ago. There will be a memorial service for him on 8 Apr. at 1 PM at the American Legion in ST. AUGUSTINE FL. For more info contact Albre Nix 904-282-4289.

Jim Means

Published on June 12, 2006.

Harold W. Maxey  
1939-2006

Harold W. Maxey, 67 of Pensacola, died Friday, June 9, 2006 at Asbury ACLF, Pensacola. He was born in Bowling Green, KY. He retired from the U.S. Navy after 22 years and retired from Naval Air Rework Facility at Pensacola Naval Air Station. He was a deacon at the Bellview Church of Christ.

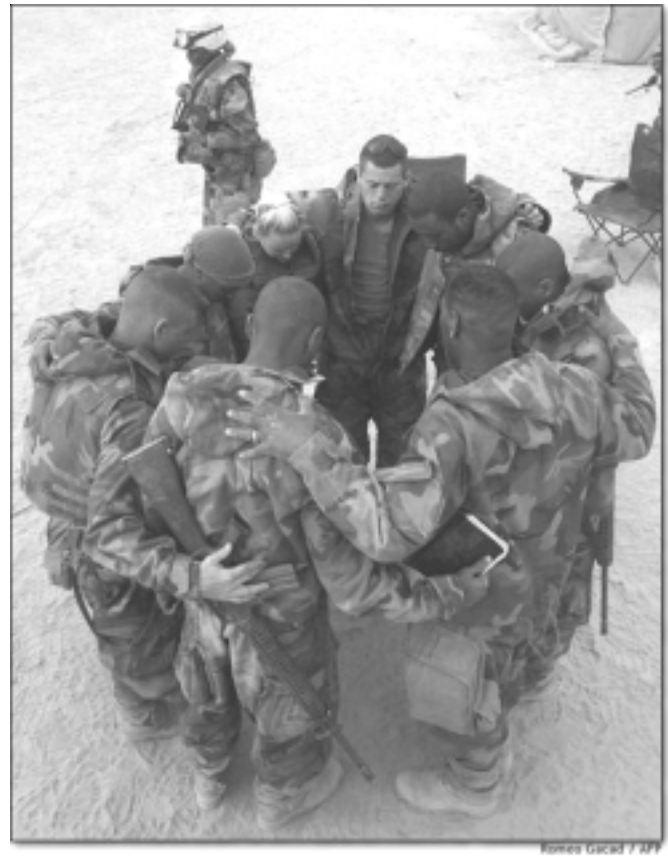
He is survived by his wife of 44 years, Elaine; sons, Darrell W. of New Port Richey, FL and Warren J. of Pace, FL; sisters, Anna Ruth Barnett of Collinsville, IL, Rolena Greathouse of Bowling Green, KY, Darla Fay Biggs of Indianapolis, IN, and Alice Mustang of Madison, IN; six grandchildren and many nieces and nephews.

Visitation will be from 4 - 6 p.m., Tuesday, June 13, 2006 at Oak Lawn Funeral Home.

Funeral services will take place at 1:30 p.m., Wednesday, June 14, 2006 at Oak Lawn Funeral Home.

OAK LAWN FUNERAL HOME is in charge of arrangements.

## Pray for Our Troops



### **RETIREMENT ORDERS FOR VADM WALTER B. MASSENBURG, USN//**

FM CNO WASHINGTON DC//N00F//  
UNCLAS //N01321//

YOUR REQUEST TO BE TRANSFERRED TO THE RETIRED LIST HAS BEEN APPROVED BY THE SECRETARY OF THE NAVY. EFFECTIVE 01 FEBRUARY 2007 YOU WILL BE TRANSFERRED TO THE RETIRED LIST IN THE GRADE OF VADM (PAY GRADE O-9), PURSUANT TO PROVISIONS OF 10 USC 1370 AND 6322.

## Email, Messages, Letters & Notes

Dear Steve,

I received your emails and the hard copy of the roster and the newsletter. Thank you for remembering me. I try to keep in touch with the NAVY through the organizations which my husband belonged to. He loved the NAVY so much. Hope the reunion is a big success. I am sorry that I cannot travel that distance, but maybe when it is closer I can get my son to go with me.

Bob, (my husband) also loved reunions and the visits he had with his "buddies".

Keep in touch,

Anna H. Haskell

• • • • •

Dear Steve,

'A BOAT FROM THE SKY' article in the last newsletter much appreciated. Is it possible to send copies to Dr. Harris and Jim Humphreys? Ken Henneberger will have received his.

LT James A. Humphreys, USNR

'Hopewell' Paget Bermuda

Jim has shown great interest in the U. S. Navy Room. He is a widower and I know he will appreciate receiving a copy from HQ. Dr. Harris has also been most cooperative.

Watching the scope for Pelicans visiting Bermuda. Tel....295-0850.

Andy Sinclair 1946-48

*Copies of the newsletter sent to both Dr. Harris & Jim Humphreys. Their support to the US Navy Room at the Bermuda Maritime Museum is appreciated. ED*

• • • • •

Dear Steve:

Kindly change my address to: 8 Seagrass Lane, Isle of Palms, SC 29451. Please add a summer address (July - Sep) P. O. Box 8342, Incline Village, NV 89452, (775) 833-0419.

Don Florko and I are two of the "Plank Owners" in the Navy room at the Bermuda Maritime Museum that was mentioned in the last Pelican Post.

If anyone has pictures of the P5Ms in Bermuda the Museum needs them.

William King

Gene, Jim and Steve,

The man that came up with the following helmet upgrade is Dr. Bob Meaders, Capt. USN Ret. Dr Meaders was the Flight Surgeon during my time in VP-45.

He's a good man and I want y'all to think about a donation to his cause from the vp45 association, which I'm sure you'll find worthwhile.

I have just made contact with him, after seeing him on one of the major news channels.

I have leaned on him pretty hard about joining our organization. However, I didn't mention a possible donation. That's not my style !! PJ

*This topic may ome up for discussion at the next business meeting. Looks worthwhile to me. ED*



**Mission** - OPERATION HELMET provides helmet upgrade kits free of charge to troops in Iraq and Afghanistan, as well as to those ordered to deploy in the near future. These helmet upgrades do three primary things:

**Comfort** - If it is more comfortable, it will stay on troop's head longer and more often.

**Stability** - Keeps the helmet firmly on the head and out of the eyes.

**Protection** - Shock-absorbing pads keep the helmet from slapping the skull when hit with blast forces, fragments, or being tumbled along the ground or inside a vehicle. This decreases the chance of brain injury from bombs, RPG's, vehicle accidents, falls, etc.

As a secondary benefit, the pads make the helmet actually float in water.

We are an all-volunteer, nonpartisan, charitable organization headquartered in Houston, Texas with volunteer operations around the country. 100% of all contributions are used to send upgrade kits to our troops! We have zero overhead - it is a labor of love. Operation Helmet, Inc. is a 501-C-3 charity. Our EIN is 20-1756585. Donations are tax-deductible. Regardless of how one feels about the war, we all want the troops home alive and well. Politics has no place in supporting the troops!



Steve,

I'm sending a montage of pictures to use as you wish in the VP-45 NL. I have over 400 pictures mostly digital. I can furnish you any stage of restoration you want. These last pictures are as of last week. It is noteworthy that PASM now is scheduling construction of the new display hanger which will include the PBM-5A. It is out for bids in March, review in April, let contract in May and ground breaking in June 2006. I'm



*Restored PBM-5A*

not cheering yet as I have heard the same story for 6 years. Hope it's real this time as the plane is deteriorating outside and will require some rework. Hope these pictures are useful. I can send any one you want as an attachment if it would work better. Your NL's are great.



*Radio Station*



*Cockpit*



*Navigator Station*



*Flight Engineer Station*

Keep it up.

Dan Cain VP-45, MMA

P.S. The first 4 pictures were made by our friend Ed Cullen who does work for the museum. The PASM web page is [www.pimaair.org](http://www.pimaair.org).

To: usaf.museum@wpafb.af.mil  
Subject: Disney insignia designs  
Sirs:

I read in the latest Military Officer magazine (March 2006) that the museum has an exhibit of Disney WWII insignia.

If you don't have the "Goofy" insignia of Navy Patrol Squadron Forty-Five and would like to have a copy, I would be happy to send a color copy to you via Email. I also have the history of the original design and the finished design by Disney. VP-45 flew PBY aircraft in the Aleutian campaign and was transferred to Belem, Brazil, later in the war.

Thank you for a reply.

Charles Caldwell, CDR USN Ret.

• • • • •

CDR Caldwell,

Thank you for your kind offer. Our Disney exhibit has proven to be quite successful and based on public interest, we have extended it until October. We have included all services in the exhibit to demonstrate the wide nature of Disney's contributions during the war. As we have only original artwork in the exhibit, we will pass on your kind offer of the hi-res copy of Patrol Squadron 45's insignia.

As an aside, I thought that the insignia for the VP-45 was a pelican? Do you know how or when this lineage/insignia may have changed?

Also, do I understand that you have the original Disney insignia artwork and related correspondence?

Again, thank you for your offer and for the feedback from the Military Officer magazine. The organization does a great service to the retired military community. I'm quite happy to be a life member

Terry Aitken, Senior Curator

• • • • •

Terry Aitken,

In the Navy, squadrons are established and disestablished, whereas ships are commissioned and decommissioned. One difference between the two is that a squadron, once disestablished, has its own unique history. Another squadron then can be established with the same nomenclature but be entirely different. Such is the case with VP-45. The original VP-45 was established in Seattle and deployed to the Aleutians and then sent to Belem, Brazil. It was then disestablished in 1945. VP-205 was established in November 1942 with the

PBM type aircraft and deployed to Trinidad and then to the Pacific until the end of the war. It was redesignated VPB-205, then back to VP-205 then VP-MS-5 and finally VP-45 in September 1945. The second VP-45 that evolved from VP-205 is the one with the Pelican insignia. I was in that squadron in 1954-57 and was the Secretary/Newsletter Editor for the VP-45 Association for twelve years. During that stint as Secretary, I was able to unearth the history of both insignia and verify with Disney that their artists finalized the design from a prototype sent to them by the squadron while it was in the Aleutians - and that there is no copyright to the design.

The original Goofy design is in the custody of the present Secretary/Editor but I'm not sure what you mean by the original artwork. The items in the Association custody came directly from the Disney studios, I believe, including the description of the original colors, squadron designed original, etc.

At any rate, if the exhibit does not have the design, I see no reason why the one in the Association custody could/should not be added to the show if it is available to the exhibitors. A notation that the insignia is from the Association files might suffice as explanation.

You can contact Steve Riddle at <s.riddle@ieee.org> for further information and the artwork/data in the Association custody.

I might add as an aside that I visited the museum back in 1972 while Executive Officer of NAS Kingsville. It was mostly in an open field behind an old hangar, as I recall. Pictures I have seen since, show it vastly improved!!!

Fair skies . . . Chuck.

• • • • •

Steve,

I forgot to tell you in the previous messages about my VP-45 visitors. Dennis Trampe, Buc Buchanan, and Hank Ingber, all AT's at Coco Solo in '52 to '55. That was the same time I was in the squadron. I gave them a private tour of the PBM-5A and we had a great visit. *You might suggest in the NL that if any squadron people will be in the Tucson area, contact me and I can arrange a private tour.* As you know the plane is not and will not in the future be open to the general public. The PASM Web page has been redone and has some great pictures. (www.pimaair.org)

Regards,

Dan Cain

Hi Pat,

Many thanks for your call. Bill had a stroke six years ago so we go day by day. He enjoyed VP-45 so very much - in fact we all did. Our youngest was born in Colon. We made so many wonderful friends and have such great memories of the tour in Panama. Jack and Joyce Barry are not too far from us here - it is a small world. Our very best to all.

Sincerely,

Sally Eaton

Steve,

The Tillamook "AIR MUSEUM" hangar has 7.25 acres of floor space. This picture was taken from at least 1/4



mile distance. It was built to hold 9 blimps. N2172N is airworthy and was formerly BuNo 46522. I flew this PBY in both squadrons (VP-45 & VJ-16) with last flight November 26, 1945.

Roger Ferguson



*N2172N  
Right Front Side*



*N2172N  
Left Front*



*N2172N  
Right Side*

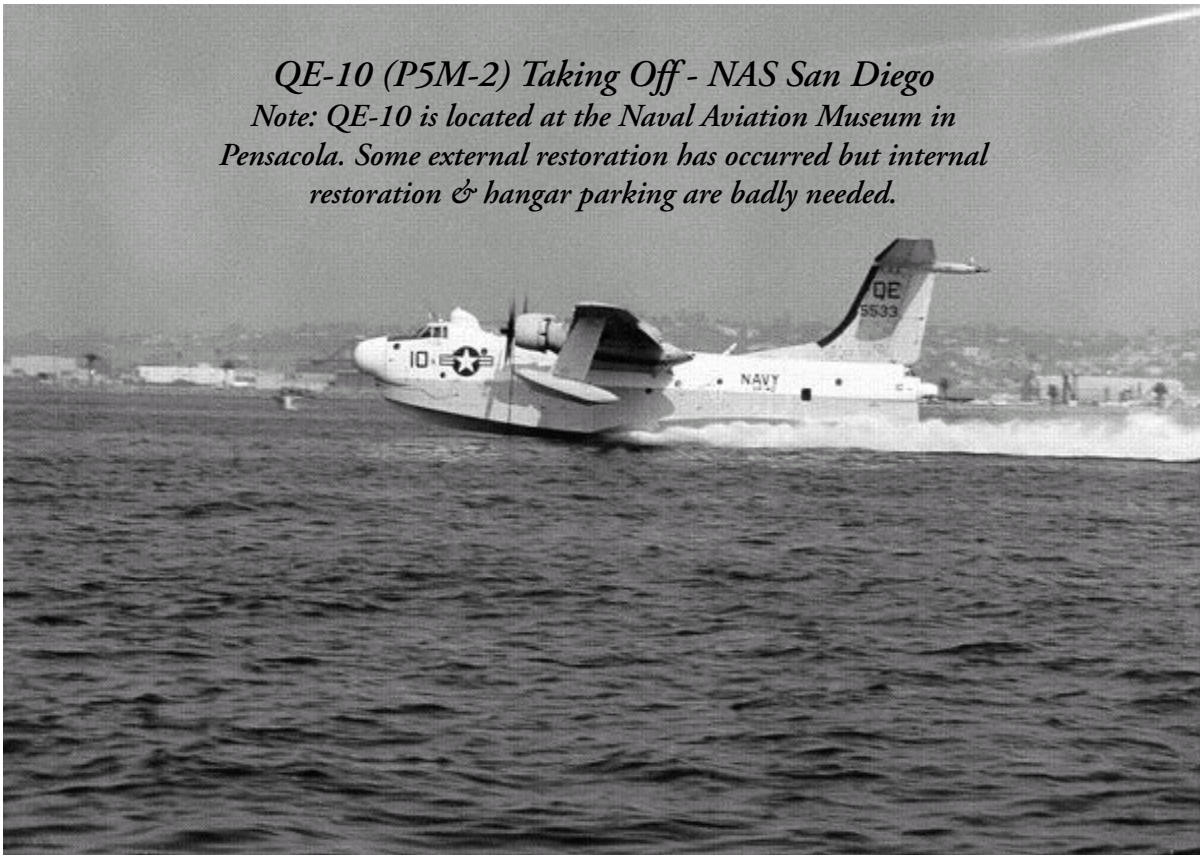


*N2172N  
Cockpit Panel*

*LN-10 (P5M-2) Approaching the Buoy - NS Bermuda*



*QE-10 (P5M-2) Taking Off - NAS San Diego*  
*Note: QE-10 is located at the Naval Aviation Museum in Pensacola. Some external restoration has occurred but internal restoration & hangar parking are badly needed.*



## *A Salute to Cold War Veterans*

To all our friends who have gone before; but perhaps, equally as important to me, I think this day should also be a moment to reflect on all those we have known who also stood up to face the risks that each and every one of you faced for one very worth while period of your lives, wherever it might have been. You should remember that you had what it took to put your name on the dotted line and accepted the hazards of a hard, dirty, dangerous way of life in the U.S. Navy. At a time when the world lived on the balance between hot and "cold" war, you might ponder whether or not your very willingness to serve in ASW, and be at sea, may have, at an unknown moment in time, kept the peace.

It is an old adage that "the submarine is the number one weapon of the number two sea power". History will testify to that in two major world wars. And forty years ago, and more, we knew who the number two seapower was. And they were not stupid. They saw full and well what focused ASW had done to the last challenger who suffered an 80% loss rate.

In the privacy of your hearts, give yourselves the credit you deserve for being willing to be where it may have made a difference, at that unknown time and place, that kept the peace.

I salute you all!

VS-35 Pilot Hugh Replogle

## *New Navy Working Uniform and Service Uniform Concepts Approved*

By Chief Journalist Michael Foutch, Task Force Uniform Public Affairs

Outfitting the Sailor of the future took another step forward last week when Chief of Naval Operations Adm. Mike Mullen approved plans for a single working uniform for all ranks and a year-round service uniform for E-6 and below Sailors.

Based on recommendations made during a comprehensive briefing by Task Force Uniform Feb. 24, Mullen agreed to production of both a BDU-style working uniform for all Sailors E-1 to O-10 and a more practical, year-round service uniform to withstand day-to-day classroom and office-like environments where the service uniform is typically worn.

"These are good uniforms, designed to support the modern Sailor," said Mullen. "Durability, safety, ease of wear and cleaning were all factors that weighed

heavily on my mind, as did, quite frankly, the survey data and the opinions of wear testers. This wasn't a popularity contest by any stretch, but we would have been foolish not to consider the opinions of the men and women who will wear these uniforms."

The BDU-style working uniform, designed to replace seven different styles of current working uniforms, is made of a near maintenance-free permanent press 50/50 nylon and cotton blend. Worn with a blue cotton t-shirt, it will include an eight-point cover, a black web belt with closed buckle, and black smooth leather boots, with black suede no-shine boots for optional wear while assigned to non-shipboard commands.

"When I walk down the piers, I see a Sailors standing watch as a pier sentry in January and it's 30 degrees and freezing rain," Master Chief Petty Officer of the Navy (SS/AW) Terry Scott said. "You have to ask yourself, does the uniform that we currently issue protect us, and the answer is no."

To meet the all-weather requirement, the new working uniform will include several cold weather options, such as a unisex pullover sweater, a fleece jacket, and a parka. It will also be made in three variants, all in a multi-color digital print pattern: predominately blue, with some gray, for the majority of Sailors and shipboard use; and a woodland digital pattern and a desert digital pattern for Sailors serving in units requiring those types of uniforms.

"The intent of TFU always has been to give our Sailors a uniform in which they can work comfortably everyday and is more appropriate for the joint environment in which we operate," Scott said. "Even better, we've created a uniform that's also easier to maintain, is longer lasting, helps reduce the size of the sea bag, while at the same time recognizing the tradition and heritage of serving in the Navy."

The service uniform for E-6 and below is comprised of a short-sleeve khaki shirt for males and an over-blouse for females, made from a wash and wear 75/25 polyester and wool blend, with permanent military creases, black trousers for males with belt less slacks for females and optional belt less skirt, and a black unisex garrison cap. Silver anodized-metal rank insignia will be worn on shirt/blouse collars and cap. The service uniform will also include a black relaxed-fit Eisenhower-style jacket with a knit stand-up collar and epaulets, on which petty officers will wear large, silver anodized-metal rank insignia. Those entitled to wear gold chevrons will con-

tinue to wear gold chevrons on the large metal rank insignia on the jacket.

“In our research, we found the group most dissatisfied with their present uniforms were E-6 and below,” Scott said.

The manner of wear for both of these new uniforms remains under development by TFU and will not be effective until guidelines on prescribed wear are incorporated in the Navy Uniform Regulations.

“There are a lot of concerns about the manner of wear for the working and service uniforms that we need to address, so we have a smooth transition when the time comes,” TFU Director CNO-Directed Command Master Chief Robert Carroll said.

The working uniform and service uniform are not expected to be available for purchase and wear until late fall of 2007, after which they will be introduced to Recruit Training Command and eventually distributed to the rest of the fleet. Details on when the uniforms will be available for purchase and wear at specific geographic locations will be released at a future date.

Until the new uniforms are available for wear, all existing uniform regulations will apply. During the expected two-year transition period, Sailors will be required to maintain a complete inventory of sea bag items with each reflecting a professional appearance.

“We want our Sailors to keep a professional appearance,” Carroll said. “We don’t want people wearing worn-out uniforms because they’re waiting for the new ones to hit the shelves.”

Once the working and service uniforms are adopted, Sailors will receive a uniform maintenance allowance appropriate to support purchase and wear.

The announcement of the new uniforms, Carroll said, is the culmination of a three-year project that began with the charter of Task Force Uniform to deliver a proposal to reflect the requirements of a 21st century Navy. An analysis of a fleet-wide survey conducted during the summer of 2003 led to the creation of concepts for working and service uniforms for a wear test and another fleet-wide survey last summer.

“I just can’t say enough about how meticulous and thorough TFU Director Master Chief Rob Carroll and his team approached their work,” stressed Mullen. “The process they established and maintained was rock solid — measured and analytical. They looked at hundreds of options, studied countless pattern and color designs, and fretted over every minor detail, from button style

to stitching. I am enormously proud of their effort, and every Sailor can be, too.”

The work of TFU will not stop. Next on the agenda is to evaluate additional uniform options, such as reviving the traditional Service Dress Khaki uniform for chiefs and officers, conducting research on the feasibility, cost and distribution of a service-wide physical training uniform, consider adoption of a ceremonial cutlass for chiefs, and investigate adopting a more practical service-wide, all-weather coat that would provide a better military appearance.

“The bottom line for me in making these decisions,” said the CNO, “is culture. Uniforms reflect our culture — who we are — what we stand for. I’ve said all along that no matter which way we go, I want Sailors to look like Sailors. I really believe these uniforms pass that test.”

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### *Boeing Unveils P-8A Multi-Mission Maritime Aircraft Demonstration Trailer*

ST. LOUIS, July 05, 2006

**B**oeing [NYSE: BA] today unveiled its state-of-the-art P-8A Multimission Maritime Aircraft (MMA) mobile demonstration trailer in Renton, Wash. The trailer will now embark on a nine-week cross-country tour during which Boeing will demonstrate the full spectrum of P-8A capabilities to U.S. Navy personnel, team members, suppliers and employees.

The 53-foot-long trailer houses a 737 commercial airplane cockpit with out-the-window visuals



as well as functional P-8A operator workstations. Visitors will get an up-close look at the 21st century workstations and operational mission software, and can take the P-8A for a simulated test flight and experience the performance qualities the aircraft will exhibit in a tactical environment.

Additionally, high bandwidth satellite connectivity enables distributed simulations and network centric demonstrations with the trailer and Boeing Integration Centers across the country.

“This trailer gives us an opportunity to take our

advanced technology on the road and show people how much we've accomplished on the program to date," said Jack Zerr, Boeing vice president and P-8A program manager. "We will demonstrate how the P-8A provides the Navy with a huge leap forward in antisubmarine warfare technology. Visitors will be able to watch or participate in realistic maritime patrol scenarios, see the systems in work and also learn about the P-8A's advanced open architecture mission system, weapon system, worldwide commercial logistics, maintenance and training among other things."

The P-8A, a military derivative of the Next Generation 737-800 commercial aircraft, is the Navy's replacement platform for the P-3C. Designed to operate with current and future forces including unmanned systems, its primary mission is to provide persistent anti-submarine warfare. The P-8A also will contribute to anti-surface warfare and intelligence, surveillance and reconnaissance warfighting capabilities, as defined in the Sea Shield and FORCEnet elements of the Navy's Sea Power 21 program.

The Boeing-led P-8A team, which includes CFM International, Northrop Grumman [NYSE: NOC], Raytheon [NYSE: RTN] and Smiths Aerospace [LSE: SMIN.L], will produce five test aircraft during the program's System Development and Demonstration phase. The Navy plans to purchase up to 108 aircraft to replace its aging fleet of P-3 aircraft.

### *Sinking of the Oriskany 17-May-2006*

*Published 18 May 2006*

Larry Wheeler - Pensacola News Journal

**A** U.S. Navy warship whose service stretched from the Korean to the Vietnam wars surrendered to the sea Wednesday after explosive charges sent the vessel to



the bottom of the Gulf of Mexico.

Contrary to Navy engineers' predictions of a sinking lasting as long as five hours, the decommissioned aircraft carrier Oriskany went down in just 36 minutes. The dramatic conclusion came less than 48 hours after the carrier was towed from its berth at Pensacola Naval



Air Station and then anchored on the site with its bow facing due south.

Hundreds of veterans and onlookers watched the spectacle Wednesday morning from the decks of dozens of charter boats and pleasure craft that trekked to the site of the sinking, about 24 miles south of Pensacola and 212 feet deep.

The process began under blue skies and a bright sun at approximately 10:25 a.m. when a blast from deep



in the hull of the ship erupted through the open gaps in the hangar bay.

Bright orange flames flashed, followed by a deep boom that was heard and felt a mile away. Acrid brown smoke obscured parts of the ship for several minutes.

Once the smoke cleared, it was obvious the old flattop was going down far faster than expected. Within 30 minutes, the ship listed hard to port, its fantail already in the water and hurricane bow pointed skyward.

In just a few dramatic moments, the vertical con-

trol tower submerged and then the tip of the bow slipped from sight.

Water around the vessel bubbled and frothed as air continued to escape from the sinking ship.

"It was an emotional moment," said Bill Dickson, a retired Navy captain and Escambia County commissioner who was instrumental in bringing the vessel to Florida for reefing.

### **One era ends, another begins**

The Oriskany is the first of what Navy officials hope will be many obsolete ships turned over to coastal states for reefing to enhance the marine environment and to boost local economies through increased spending on sports fishing and recreational diving.

At 888 feet long, the ship is believed to be the world's largest man-made artificial reef. The sinking marked the first time the Navy intentionally scuttled such a large vessel so close to shore to be a reef.

Aircraft carriers are designed to be hard to sink, so the effort to set the big ship down upright was no easy task.

Whether the effort was a success won't be known for sure until later today when Navy divers check the ship and disarm any explosives that might not have detonated.

Robert Turpin, chief of Escambia County's Marine Resources division, was optimistic about the Oriskany's position. "It looked like it did the right thing," said Turpin, shortly after returning from the site where the Oriskany sank. Involved since the very beginning in the unusual bid to reef an aircraft carrier here, Turpin said he was surprised at the speed with which the Oriskany sunk.

He said the bubble pattern and the presence of two buoys that marked the positions of a documentary film crew's cameras signaled to him the carrier settled upright on the bottom. "It leveled going down," said Turpin, who was within three-quarters of a mile as the ship sank.

As an artificial reef, the Oriskany is more valuable if it settled upright. That would make its vertical command tower reachable for recreational divers. If the ship is leaning on the bottom, the tower is deeper and harder to reach. "We're all hoping as it settled on the bottom, it flattened out," said Edwin Roberts, who witnessed the scuttling from aboard the Nyhaven, an 85-foot pleasure yacht.

Either way, the wreck will be a huge attraction to

sports fishermen, Roberts said.

### **'Mighty O's' roots**

The Oriskany was named for a New York town that was the site of a bloody Revolutionary War battle. She was the last of the World War II-era Essex class of carriers. Completed in time to serve in the Korean War, the Oriskany later underwent a series of upgrades to make room for larger, faster jet fighters.

During the Vietnam War, the Oriskany outperformed larger and newer carriers by launching more sorties and dropping more bombs.

In 1966, tragedy struck when 44 sailors and officers were killed in a fire that started on the hanger deck. By 1976, the Oriskany had become a relic and was decommissioned. An estimated 45,000 sailors served aboard the vessel during her 26 years in the fleet.

The Navy tried repeatedly to discard the ship. Three attempts to scrap her failed. No one accepted an offer to turn the ship into a museum, unlike her famous sisters — Intrepid, Yorktown, Hornet and Lexington.

Finally, in what might have been the ultimate indignity, experts at the Naval Historical Center excluded the Oriskany from a list of Navy inactive ships eligible for the National Register of Historic Places.

But the vessel dubbed by her crew as "Mighty O" may have had the last word. The Navy spent more than three years and \$20 million preparing Oriskany to become an artificial reef.

The project was repeatedly delayed to meet Environmental Protection Agency concerns about removal of hazardous substances including oil, fuel, asbestos and PCBs — polychlorinated biphenyls, which are cancer-causing substances used throughout old ships in electrical equipment.

Even then, for a while, it seemed as if the 56-year-old flattop might never go down. She was towed between Pensacola and Texas three times before the sinking was set.

Navy officials insist the time and money were well-spent to establish standards that will speed the reefing of other obsolete ships.

Not all of them will cost \$20 million, deputy assistant secretary of the Navy for Installations and Environment said this week.

"The next one will be less," Don Schregardus said. "In fact, I would think it would be substantially less."

Article provided by PJ Imhof



*Strange, But True, P-3C Story*  
*"They Said It Would Never Happen:*  
*A P-3C Ditches with Four Engines*  
*Out, All Survive!" 25 March 1995*

While going through the P3 FRS, newly winged aviators have always asked the question: "Has a P-3 ever lost all four engines at the same time." The answer was always: "No, it will never happen." Well as Murphy's Law applies, it can - and we did.

While on deployment and after performing an antisubmarine warfare mission with the USS Constellation (CV-64) battle group, which was located 200 miles east of Oman, VP-47 combat aircrew nine was returning to Masirah, Oman.

The flight station crew was composed of LCDR Mark Radice, a lieutenant commander and a former P-3 FRS instructor who had just checked into the squadron 19 days earlier for his second tour; AE1 Richard White, the flight engineer; and me, a senior lieutenant in the squadron with about 273 aircraft commander hours.

Little did we know that we were about to experience the beginning of what would eventually be one of the worst P-3 mishaps ever. We had just restarted the number one engine, which was loitered on station to conserve fuel, and climbed up to an altitude of 16,000 feet for our transit home. At about 130 miles east of the island of Masirah, Oman, the flight engineer noticed that the number one prop pump warning light on the number four engine was illuminated. I directed the flight engineer to increase the number four power lever, which was the first step of our emergency procedure, and it also ensured that we have a good blade angle.

We then pulled out our NATOPS flight manual commonly referred to as the "Big Blue Sleeping Pill," and read through the remaining steps of our procedure. Having a prop pump light in itself was not a big worry, but it could eventually lead to bigger problems. Approaching 80 miles east of Masirah, the situation worsened. The second prop pump light on the number four engine illuminated and the prop began to over speed. The crew went through the over speed procedures, and we determined that the prop was pitch locked.

This malfunction does not occur on a regular basis in the P-3 Orion, so needless to say, the flight crew's concern and heart rate increased as to what would happen to the prop when we fuel chopped the engine during our descent to land.

We flew back to the airfield at 16,000 feet and executed a slow, spiraling descent to maintain our number four engines rpm at 100 percent. Not knowing what would happen when we fuel chopped the number four engine, the flight station went through the descent, approach and three engine landing considerations checklists.

Approaching 6,000 feet and nearing the engine's limit power setting, we decided to circle the field one last time, extend out for a good downwind leg and fuel chop the engine in anticipation for our landing. Unfortunately, we would not get to land at the airfield.

Passing 5,600 feet, we heard and felt a tremendous explosion. My copilot, who was in the right seat, looked out and saw a huge cloud of black smoke. To his utter dismay, when the smoke cleared, he saw the number four prop missing and the

reduction gear box on fire.

LCDR Radice called out to shut down the number four engine and discharge the fire extinguisher.

I was in the left seat, so I was unable to see what was going on. Trusting his judgment, I concurred with the decision to shut the engine down. The flight engineer shut down the engine and discharged the fire extinguisher. LCDR Radice looked out at the engine and the fire was still raging. AE1 White then discharged the second fire bottle. Unfortunately, the fire kept burning. AE 1 White then called out that the number three engine's rpm was winding down.

LCDR Radice looked out at the number three prop and called out that the prop looked bad. It made sense that during the explosion, the number four engine probably took out the number three engine. We then called out to shut down the number three engine.

While the flight engineer was pulling the number three emergency shutdown handle, I simultaneously advanced the number one and number two engine power levers.

Expecting to hear or feel a pitch change in the prop and not getting one, you can imagine my reaction when I looked out and saw both props barely rotating.

Upon seeing this, I looked back inside the flight station to let the rest of the crew in on the secret, but AE1 White beat me to it and called flame-out on number one and two engines. All of a sudden the flight station went dark due to a total electrical power loss. Shaking my head with dismay, saying, "you've got to be kidding me," we directed AE1 White to pull the hydraulic boost handles and start the auxiliary power unit in

order to get electrical power back.

At this time we were gust locked, which is the same as when your car's steering column locks up and you can't move it. To say the least, it was not a good feeling.

After the boost handles were pulled, the flight engineer made several attempts to start the APU, but it kept flaming out. At this point things were really looking bad for VP-47's crew. When the boost handles were pulled, the aircraft should have switched from a hydraulic to a mechanical advantage. For some reason, this didn't occur and we were unable to control the aircraft. The aircraft rolled right into a 45-50 degree angle of bank and our airspeed bled off from 260 to 210 knots.

On the flight station we thought that the aircraft was going to stall and roll inverted. What a horrible gut wrenching feeling it was to think that this was going to be the end for everyone. I was their aircraft commander and was responsible for their well-being. I could not get control of the aircraft and we did not have time to put on our parachutes to bailout.

Even if we would have had time to don our parachutes, the main cabin door was facing the sky, which made bailing out impossible.

Up to this point, the entire evolution from engine explosion had taken about 45 seconds. With my heart pounding and wanting to save the rest of the crew, I said a quick prayer.

My prayers were answered. The control column went boost out and unlocked. Finally at about 2,500 feet, we were able to control the aircraft. We leveled the wings, then continued in a left hand turn to ac-

quire the airfield. When I saw the airfield 90 degrees off of our left wing, we were at 2,000 feet and 6-7 miles away from land. A harsh reality set in — we were going to have to ditch the aircraft.

Having never heard of or seen NATOPS procedures for a no engine, no-flap, boost-out ditch, we had to use gut instinct. We knew that if we flew too fast, it would be hard to pull the nose up upon water entry. If we flew too slow, the aircraft would stall soon after leveling off above the water.

We maintained our airspeed between 175-180 knots, which gave us a 1,000 fpm rate of descent. At this time, as with all life threatening situations, each crew member's adrenaline system kicked in to its maximum. Fortunately, I had a great set of parents and a high school football coach who was a former Oakland Raider all-pro football player who taught me to never quit and find ways to win.

At about 1,200 feet, we told the rest of the crew to prepare for immediate ditching. At 200 feet approaching water entry, both LCDR Radice and I started pulling back on the yoke. The nose came up nicely.

The two biggest items necessary to perform a successful ditch is to maintain wings level and have a shallow rate of descent. At first, we were able to keep our wings level and get our rate of descent to about 300 feet per minute. At 80 feet, the right wing started rolling as we slowed down.

LCDR Radice recognized the problem, called for left full yoke and the right wing came back up. Upon water entry, we were wings level, had a 200 feet per minute rate of descent and were right at 135 knots. After

several skips across the water and fighting to keep the nose of the aircraft up, the plane finally came to rest.

A P-3 ditch can best be described as being similar to a log ride at an amusement park, but with more of a kick in the pants.

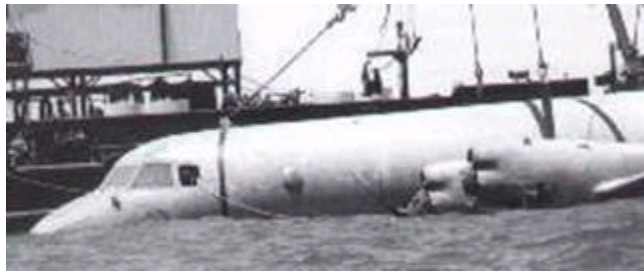
The amazement of still being alive with the Orion still afloat caught me off guard, but there was little time for celebration. The water traversed through the tube of the aircraft and shot into the flight station like someone pointing a fire hose at us. My copilot and flight engineer evacuated the aircraft through the overhead escape hatch. I evacuated the aircraft through the side escape hatch located immediately behind the pilot seat on the left side.

After jumping into the water, I soon realized that the plane was still drifting like a boat does without power.

To my chagrin, the number two prop was coming right for me and was going to plow right over me. All that I could do was to paddle backwards as fast as I could to avoid the prop, putting my hands on the prop to push me out of its way. Fortunately, the aircraft came to a stop and I was able to swim to the leading edge of the wing between the number one and number two engines.

I called out to LCDR Radice to see if the whole crew made it out of the aircraft. I was covered from head to toe with aircraft fuel and my eyes were on fire. My flight gloves were slippery from the fuel and this made it difficult to climb on top of the wing. After three tries, I was finally able to climb on top of the wing and reach my TACCO and in-flight technician.

The rest of the crew evacuated out the starboard side escape hatch and entered their life rafts. My in-flight technician was pulling the ring to inflate the life raft, but the blasted thing would not inflate.



A pilot friend of mine and his crew were waiting to take off to pick up an admiral in Bahrain when we hit the water. Shortly after we got into the life rafts, my buddy flew over and the crew let out a big yell. Once things finally



settled down, the crew looked each other over and checked for injuries. To my surprise, not a single crew member was injured. The only person with a problem was me.

Up to this point I had controlled my temper quite well, but this was too much. After a few choice words directed to the life raft, the only option left was to inflate our life vests and swim around to the other side. Realizing our predicament, the crew in the other life rafts began to paddle around the rear of the aircraft in order to meet us. The three of us joined the other crew members and climbed into the rafts.

I had fuel in my eyes and they were burning like crazy. My sensor one operator carried a little water bottle in his life vest. He pulled out the water bottle and began to pour it in my eyes to flush out the fuel. While he was taking care of me, my TACCO and second pilot were trying to contact the other P-3 crew on our PRC-90 radios to let them know of our status. This day was true to form, because my TACCO went through three radios before he found

one that worked. On the fourth radio, he was finally able to talk to the other crew to let them know that we were fine.

We were in the rafts for only 10 minutes before the SAR helicopter arrived. The rescue was uneventful. The helicopter took seven crew members on the first trip and four crew members on the second trip.

A month later, a barge and crane raised the aircraft and we discovered that the number four prop had thrown a blade. The imbalance of only three blades caused the engine to explode. The prop blade was thrown from right to left and cut through the body of the aircraft, severing 35 of 44 engine and flight control cables. Four of the cables cut went to the four engines. The cutting action caused a pulling action which shut down all four engines simultaneously. The hydraulic boost handle cables were cut and the APU fuel line was cut. The nine intact cables were two aileron cables, two elevator cables, two elevator trim tab cables and two rudder trim tab cables. The copilot's main flight con-

trol cable was cut. VP-47's crew nine flew under a lucky cloud that day. For so many things to go wrong and everything to work out perfectly was a total surprise to me. I have never questioned the reason we were spared, but I am glad that we were. (Author Unknown)

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### *Airplane Humor*

One day the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a MD80 landed. The MD80

landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the MD80 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

Our hero the Cherokee pilot, not about to let the insult go by, came back with: "I made it out of MD80 parts. Another landing like that and I'll have enough parts for another one."

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### *USS Ronald Reagan (CVN 76) & Task Group*



# VP-45 CHANGE OF COMMAND

By Lt. j.g. Toby Hall  
VP-45 PAO



Cmdr. Mark Turner

Cmdr. William Zirzow IV

VP-45 held its change of command ceremony in Hangar 116 May 5 as Cmdr. Mark Turner took command from Cmdr. William Zirzow IV. Turner will lead the “Pelicans” during preparation for their upcoming deployment in June 2007. Turner was born in Greenwich, Ct. He graduated from Marquette University with bachelor of arts degree in political science and received his commission in 1987 through the Reserve Officer Training Corps. He was designated a naval flight officer in February 1989 and reported to the “Golden Pelicans” of VP-44 in September 1989. He made subsequent tours to VP-11 and the Bureau of Naval Personnel where he received his masters degree in business administration from Averett College. In May of 1995 he reported to USS George Washington (CVN 73) as the operations administration officer. Upon completion of that tour he reported for instructor duty at VP-30,

followed by his department head tour at VP-47 in Barbers Point, Hawaii. After a successful department head tour, he reported to Washington, D.C. as the Chief of Naval Operations P-3 assistant and Multimission Maritime Aircraft requirements officer followed by a tour with the Joint Chiefs of Staff, Force Structure, Resources and Assessment Directorate (J-8). In March 2005, Turner reported to VP-45 as the executive officer. The ceremony recognized an extremely successful year for VP-45. Under Zirzow’s guidance, VP-45 effectively transitioned from pre-deployment workups to a challenging multi-site deployment operating in the Central Command and Pacific Command Fleet areas of responsibility (AOR) in support of the global war on terrorism, and back to a demanding inter-deployment training cycle in preparation for their next deployment in 2007. Zirzow’s outstanding leadership and keen operational foresight resulted

in an unparalleled level of achievement. During his tour, the Pelicans accomplished a milestone in the maritime patrol and reconnaissance community becoming the first East Coast P-3 squadron to deploy to the Central Command’s AOR since the Vietnam era. The squadron flew missions in support of Operations Iraqi and Enduring Freedom providing real time intelligence to troops on the ground. The Pelicans of VP-45 were awarded the 2005 CNAF Battle Efficiency award in recognition for their outstanding performance. In his remarks, Zirzow spoke of the many successes of the Pelican family and praised the men and women of the Squadron for their dedication, loyalty and professionalism. He spoke of his pride in being part of the finest P-3 squadron in the fleet and how honored he was to have the opportunity to serve as their commanding officer. He discussed how VP-45’s successes were a direct result of the dedication of

the wardroom, chief's mess and the hardworking Sailors. He also thanked the spouses of VP-45 and recognized the many sacrifices they made which enabled the Pelicans to accomplish their job. VP-45 also welcomed its new executive officer,



Cmdr. Thomas Thompson who arrives here after a tour with Commander, Patrol and Reconnaissance Force Seventh/Fifth Fleet.

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### *PELICANS Win Battle "E"*

*By LTJG James Hall,  
VP-45 PAO*

Congratulations to the Proud Pelicans of Patrol Squadron 45! VP-45 is the COMNAVAIRLANT Atlantic Fleet Patrol squadron *Battle Efficiency Award* awardee for 2005. Behind every VP-45 operational flight hour, completed sortie and squadron milestone, stands an exceptional Pelican, who is committed to ensuring the success of the command. The squadron's ability to represent the Maritime Patrol and Reconnaissance Community cannot be accomplished without the dedication, perseverance, and ingenuity

of each and every Sailor. Commanding Officer Bill Zirzow commented after the official notification of the award. "I cannot be more proud of the men and women of VP-45. They have excelled in every endeavor and risen to every challenge over the past year."

The *VP Battle Efficiency Award* is given annually to the Maritime Patrol Squadron that displays the highest level of efficiency and readiness in the VP community. VP-45 met all mission tasking head-on in 2005, culminating in a challenging multi-site deployment to FIFTH and SEVENTH Fleets AORs covering 16 countries including Iraq, Afghanistan, Bahrain, Djibouti, Qatar, Oman, Japan, Diego Garcia, Thailand, Philippines, Australia, Singapore, Indonesia, Guam, and South Korea. For their efforts, the Pelicans achieved an outstanding 94% combat mission completion rate.

VP-45 was the first East Coast P-3 squadron to deploy to the CENTCOM AOR since the Vietnam Era and supported Operations IRAQI and ENDURING Freedom. VP-45 carried out a historical first by standing up a Forward Operating Base in Ali Air Base, Iraq. On a daily basis, VP-45 provided critical real time intelligence to the Marines and Soldiers fighting on the ground. In addition, VP-45 conducted an unprecedented redeployment as they moved all operations from the Maritime Patrol and Reconnaissance Central Command hub located at NSA Bahrain to Al Udeid Air Base, Qatar without missing a single operational mission. VP-45 was also nominated for the 2005 Arleigh Burke Award, an award given to the most improved squadron.

VP-45 would like to congratulate the following Pelicans for their individual accomplishments. LT Frank Loethen was selected as the Association of Naval Aviation RADM A.C. READ Navigator of the year. ADCS(AW) Toby Hutchens was awarded the Association of Naval Aviation Outstanding Achievement Award for Outstanding Chief Petty Officer. CDR (sel) Ronald L. White JR. was nominated for the Captain Virgil "Virg" Lemmon Award. LT Magdiel Rosario was nominated for the Association of Naval Aviation U.S. Atlantic Fleet Pilot of the year. AME1 (AW/NAC) Jeffrey Adkins was nominated for the Association of Naval Aviation U.S. Atlantic Fleet Aircrewman of the year.

VP-45's selection as the 2005 Battle Efficiency Award winner reflects an impressive level of excellence in every measurable category of operations. Congratulations to the men and women of VP-45 who have dedicated so much of themselves to make their squadron the best in the Maritime Patrol and Reconnaissance Community in 2005.

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### *VP-45 'Pelicans' host VIP*

*By Lt. j.g. Toby Hall,  
VP-45 PAO*

The "Pelicans" of VP-45 recently conducted a two-hour P-3 orientation flight for Assistant Secretary of the Navy for Research, Development and Acquisition Dr. Delores Etter.

Distinguished visitors included Etter, Capt. David Norris (executive assistant to Etter), Deputy Assistant Secretary of the Navy for Ship Programs Allison Stiller and Capt. Brian Antonio (executive assistant to

Stiller).

The flight gave them an opportunity to experience a typical day in the maritime patrol and reconnaissance community. Several topics were discussed during the flight including antisubmarine warfare, maritime surveillance, intelligence surveillance and reconnaissance, crew training, Consolidated Maintenance program and a short discussion on the “bridge” to multi-mission maritime aircraft (MMA). The orientation began with an introduction of the acoustic operator station by AW1 (NAC) Erika Carbone that included a short discussion on the acoustic suite, highlighting the P-3’s core competency. Etter was captivated with Carbone’s description about the community’s Onboard Training Program that gives real world contact experience to the upgrading operator while on the deck, reducing flight hour requirements.

The discussion migrated to MMA, where Lt. Cmdr. Jiancarlo Villa described MMA’s plans to take advantage of upgraded simulators to enhance warfighter capabilities. Villa expressed how this investment would ensure efficient use of flight hours and potentially reduce the overall number of airborne training events and ‘wear and tear’ on the new aircraft.

The Pelicans then walked the distinguished visitors through the fusion of Antisurface Improvement Program systems and the capability it brings to the combatant and fleet commanders. Systems discussed included AIMS, infrared (IR), APS 137 radar, ICE, OASIS and satellite communications. Examples of this capability were highlighted when AW2 (NAC) Francis Enriquez gave Etter first hand experience by demonstrating the P-3’s Improved SSBN Recorder Outline System, search and rescue and IR capability with real time imaging of local places of interest.

An overview of the new consolidated maintenance organization (CMO) was a hot topic highlighting how the community is already taking risk reduction steps towards MMA.

The discussion was focused on how CMO will lead to efficiencies in maintenance and enable MPR squadrons to focus on enhancing warfighting skills of the aircrew.

Patrol and Reconnaissance Wing Eleven (CPRW-11) is the first wing to implement the program.

The flight concluded with a 15-minute overview about VP-45’s recent deployment. “This deployment was the most exciting and rewarding time that I have

experienced in my 14 year career,” stated AW1 (NAC) Thomas George.

All four distinguished visitors enjoyed hearing the deployment overview directly from the squadron member’s perspective. The event concluded when VP-45’s Commanding Officer, Cmdr. Mark Turner, presented Etter and Stiller with flags flown over Iraq in support of Operation Iraqi Freedom, thanking them for their efforts on behalf of CPRW-11 and the entire P-3 community.

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### *Global Hawk UAV*

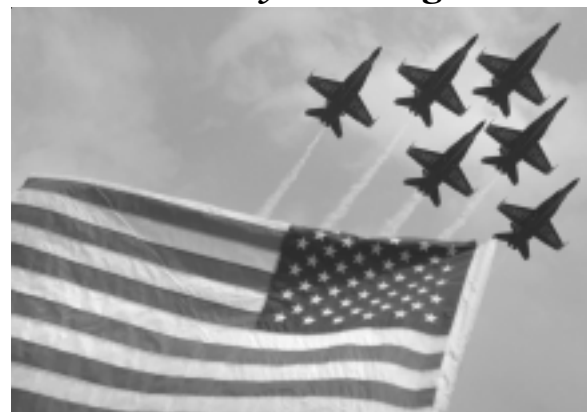


A picture of the Global Hawk UAV that returned from the war zone under its own power. (Iraq to Edwards AFB in CA) - Not transported via C5 or C17.... Notice the mission paintings on the fuselage. It’s actually over 250 missions.... (and I would suppose 25 air medals).

That’s a long way for a remotely-piloted aircraft. Think of the technology (and the required quality of the data link to fly it remotely). Not only that but the pilot controlled it from a nice warm control panel at Edwards AFB.

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### *US Navy Blue Angels*



### Sailor's Creed

I am a United States Sailor. I will support and defend the Constitution of the United States of America and I will obey the orders of my superiors. I represent the fighting spirit of the Navy and all who have gone before me to defend freedom and democracy around the world. I proudly serve my country's Navy combat team with Honor, Commitment and Courage. I am committed to excellence and the fair treatment of all.

The Sailor's Creed was written by a "Blue Ribbon Recruit Training Panel" in 1993 at the direction of Chief of Naval Operations Admiral Frank Kelso, who personally participated in the final edit of the working group's proposal. Admiral Kelso then directed that every recruit be given a copy and required to commit it to memory. In 1994, Chief of Naval Operations Admiral Jeremy Boorda approved a minor change which made the creed inclusively descriptive of all hands. The change involved replacing the word "bluejacket" with "Navy," which describes the lowest enlisted rate, E-1, through the highest officer rank, O-10. In today's Navy, the Sailor's Creed is memorized by all personnel in boot camp and has been incorporated in officer training as well.

All of the personnel in the uniform of Naval Service are Sailors first and in addition, they are officers, chiefs, petty officers - aviators, seabees, surface warriors and submariners. This is an important point impacting unity and esprit de corps.



P-8A MMA

### TREASURER'S REPORT (June 30, 2006)

#### BANK OF PENSACOLA

Beginning Balance (01/01/06) - \$4,704.45

#### Income:

Dues 1,225.00  
\$5,929.45

#### Expenses:

Del St Tax 25.00  
Printing 823.08  
Postage 343.80  
Website 95.40  
1,287.28

Ending Balance (06/30/06) - \$4,642.17

#### SMITH BARNEY MONEY MARKET

Beginning Balance (01/01/06) - \$16,212.55

Interest Income: 344.61

Service Charge: -100.00

Ending Balance (06/30/06) - \$16,457.16

TOTAL BANK OF PENSACOLA \$ 4,642.17

TOTAL SMITH BARNEY 16,457.16

TOTAL CAPITAL AS OF 6/30/06 \$21,099.33

Patrick J. Imhof, Treasurer

Statement prepared on July 10, 2006



# PATRON FOUR-FIVE ASSOCIATION

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



VP - 45 (PBY)  
1943 - 45

WALT DISNEY



VP - 205

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*Gene Graham*

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*Jim Means*

*Treasurer*

*Patrick Imhof*

*Secretary/Editor*

*Steve Riddle*

Dues are \$10 per year 1/1 to 12/31, \$45 for five years or \$200 for life and are payable to Mr. P. J. Imhof, Treasurer; VP-45 Association; 3204 E. Moreno Street; Pensacola, FL 32503-6529. Please inform the editor if you change your address.



**PATRON FOUR FIVE ASSOCIATION**

P.O. BOX 123045  
FORT WORTH, TX 76121-3045

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