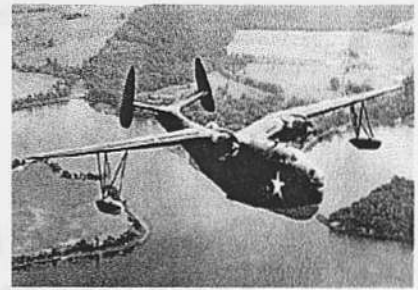


PATRON FOUR-FIVE ASSOCIATION

Pelican Post



March 2009

Newsletter #42

From the president...

Fellow "Pelicans", first of all, I want to express my sincere gratitude to the association membership for approving my selection as your President. I served my first tour in VP-45 from 1963 until 1970 with the P-5M in Bermuda and P-3A at JAX. From 1973 until 1979 I served back to back P-3 tours with VP-49 and VP-62 in JAX, followed by a second tour with VP-45 from 1979 until retirement in 1981. Having spent the better part of my Navy career either in or next door to VP-45, I have always considered the "Pelicans (or Red Darters)" to be the "Very Best of the Best" and it is indeed an honor to serve as your president.

The reunion in JAX was like old home week to me and indeed a great success. Several tours of the local area were available for members

including a most informative tour of VP-45 and NAS JAX. Planning and site selection for the 2010 reunion is in work with details provided in this news letter. It is entirely possible that this next reunion could have its first members with P-8 Poseidon aircraft experience.

On behalf of the association I want to express sincere thanks for a job well done to Gene Graham and Jim Means for their service to the association as President and Vice-President for the past four years. They have done an outstanding job in their efforts to increase membership and have provided us with two outstanding reunions. A "VERY SPECIAL THANKS" is in order for Steve Riddle who has served the association since 2002 in the most demanding position of Secretary. Steve continues to support and train the current

association officers in procedures he developed in order to provide the outstanding news letter and website support that we have become accustomed to.

It is the intent of the new association officers along with PJ Imhof, who has served as treasurer since 2004, to continue the ongoing challenge to increase membership and make the 2010 reunion the best yet.

I encourage each member to contact any association officer with any recommendation that will help us continue to improve the association. E-mail, home address and telephone numbers are available in roster provided with this news letter.

Buck Jones



In Memoriam

Those who have made their last takeoff ...

James Dial

We just got word from James Dial's son that he had passed away

December 20, 2008. Jim was with VP-45 in Panama from 1953-55. It would

be appreciated if the announcement of his passing might be noted in the next issue of Patron 45 if its not to late for the publication date.

Thanks Art Pearson

Karen Midvedt (Wife of Hal Midtvedt)

Sending this message from Hal Midtvedt along on his wife's death. He was CO of VP5 1974-75, and VP-31 couple of years after that. He also was CO NAS BRUNSWICK 1983-85. If you could pass this along, I would be deeply appreciative.

Pete Berg

Dear Friends,

It is with great sadness that we notify you that Karen passed away peacefully in her home at 11:40 AM today. Harold, Kacy, Mike, & David were all with her when she died, and she spent her last days surrounded by the love of her family. It comforts us that we were able to care for her in her own home, as she so desired. Hospice was an invaluable support in enabling us to do so.

We have no immediate plans for a funeral service. She will be cremated and buried in her beloved Maine this summer at a small ceremony when our family next gets together.

In lieu of flowers, you may wish to consider a donation to: Hospice Care of the Low Country.

PO Box 3827
Bluffton, SC 29910
(843)706-2296

Thank you for your expressions of support and for the love you have shown Karen.

Sincerely,

Harold, Kacy, Mike and David

Al Raithel

From Charles Caldwell on Wednesday, April 02, 2008
3:38 PM

Please remove Al Raithel from your distribution list. He passed on to be with the Lord this last Sunday. Thank you.

Larry Raithel, Son

Bill Scarbrough

From Carl Arnoult; Friday, January 09, 2009 12:45 PM
Hello, I wanted to let you know that dad, Lt. Bill Scarbrough, passed away this past September and you can remove us from your email list now. Thank you very much and best wishes for the New Year.

Carl Arnoult, Son

Dwight Elliott Treganowan Stagg, Jr.

At age 78, Dwight Stagg of Wallingford, died peacefully Saturday, November 29, 2008 at Middlesex Hospital, Middletown. Born in Bridgeport, he was the son of the late Marion Macfarlane and Dwight Stagg. He resided in Fairfield, graduated from the Kent School and attended Hobart College before entering the United States Naval Reserve in Pensacola, Fla., where he became a member of the Prestigious Naval Drill Team. After receiving his Wings in Corpus Christi, Texas, he wed his now former wife Jane Sweet Stagg. They were stationed in Coco Solo, Panama Canal Zone where Dwight was a Navy Pilot during the Korean War. He was the beloved father of their four children: Susan S. Downey and husband Rob of Melbourne Village, Fla., Diana S. Maver and husband Michael of Fairfield, Dwight III and wife Laura of St. Charles, Mo., and Margaret A. Forcier of New Port Richey, Fla. He was the proud grandfather of nine grandchildren. While being treated for Alzheimer's disease, he received dedicated and loving care at the Masonic Health Care Center, Wallingford and Water's Edge Health and Rehabilitation Center, Middletown.

Mary Lynne More Ziegler (Wife Of Bob Ziegler)

Mary Lynne died Monday, November 10, 2008. She grew up in Tampa, FL and attended the University of South Florida on an academic scholarship and earned a BA in education and history and earned her Masters of Education at the University of North Florida. While substitute teaching as she and Bob made their way through early years of frequent relocations in the military, she discovered the need for teachers of deaf education. She taught deaf children in Jacksonville, FL, Richardson, TX, and Orlando, FL, before finishing her career with Jefferson County Public Schools. After retirement, Mary Lynne spent many hours volunteering

at Kentucky Refugee Ministries and the Neighborhood Visitor Program. She loved to travel and read, always absorbing knowledge and relishing the adventure of learning. Lynne and Bob shared 38 joyful years.

George Kovach

From Richard Zeisel; Saturday, October 11, 2008
10:57AM

It is with sadness that I report the death of one of the last living plank-holders of VP/VPB-205; George Kovach, who was an AR1 in Crew 8 from '43-'45. He was laid to rest in a full military honors funeral in Sunset View Cemetery in Jackson, CA (outside Sacramento) on Thursday, 9 October. I was honored to be able to attend, along with numerous members of his family. He was indeed a loyal American, brother, uncle, and friend.

Joseph Binczak

BINCZAK (Ret.) Commander Joseph F. Binczak, age 81, passed away June 6, 2008. He was born May 27, 1927 in Pottstown, PA to James and Mary (Sczyne) Binczak. He retired after 30 years of service in the US Navy. Mr. Binczak is survived by his loving wife of 60 years Rosa Nell Binczak; 5 children, Rose Mary Ross, Joseph S. Binczak, James M. Binczak (Sally), Anita Plymel and Cheryl Carter (Leonard), sister Leona Axsmith and brother John Binczak, 8 grandchildren and 11 great grandchildren. A memorial mass will be held on Saturday, 11:00am, July 26, 2008 at Sacred Heart Catholic Church (5752 Blanding Blvd.) Jacksonville, FL. Services will conclude at the church. Funeral arrangements are under the care of Hardage-Giddens Blanding Funeral Home (5753 Blanding Blvd.) Jacksonville, FL. Memorials may be made to the Disabled Veterans Association.

James "Dawg" Avery

AVERY James H. Avery, 72, Master Chief, U. S. Navy retired, passed away Sept. 14, 2008 following a lengthy illness. Born in Arkansas, Mr. Avery moved to Orange Park in 1971. He served his country for 30 years in the U. S. Navy. Following his military service, he worked for several years for both Nadep and U. S. Customs. His memberships included being a Blue Lodge Mason, Morocco Temple of the Shrine, VFW, American Legion, Fleet Reserve, and the Moose Lodge. He was preceded in death by both his wives, Judith and Sharon Avery. Survivors include his children, James "Greg" Avery, Cheryl Avery, Barbara Cecil and her husband William; step children, Kenneth Davis, Connie Davis, Wm. Monte Davis and his wife Angie; 2 sisters, Brenda Lowry and Linda Turnbow; his close friends, Lee Saucier, Charles "Tex" Ritter, and Don Satterfield; 13

grandchildren, 3 great grandchildren and a number of nieces and nephews. The family will receive friends Wednesday from 6:30-8:30 pm, and the service will be held Thursday at 11:00 am at HOLLY HILL FUNERAL HOME, 3601 OLD JENNINGS ROAD, MIDDLEBURG. Interment will be in Holly Hill Memorial Park with full military honors. Please Sign the Guestbook @ Jacksonville.com.

George Giltzow

From John Vaught; Sunday, December 21, 2008 1:35 PM

Jack, I have some bad news. George Giltzow died Saturday as a result of injuries he received in an auto accident last Thursday. We were in the mountains last night when Theresa called but have returned home (Sunday) and will be on the road to Chicago when you get this. The wake is Monday PM at Countryside Funeral Home in Bartlett, IL and he will be buried after a short service at the same funeral home Tuesday morning at 1100 AM. It will be a low key affair as was George's request. Sorry to be the bearer of bad news, but you have been a good friend over the years to keep in touch you were one of his inner circle friends. Later, John Vaught

Dave Johnson

From Mort Eckhouse, Monday, November 10, 2008 7:40 PM

With deep regrets and a very heavy heart I pass the word that that Dave Johnson, our shipmate and first treasurer of our VP 45 Association passed away about 1400 today. Dave has been fighting the ravages of prostate cancer for quite a while with ever increasing pain. His wife, Carmen, said that last rites and burial arrangements would take place in about a week. Black skies, Mort

June Zeisel

From Dick Zeisel, Sunday, November 16, 2008 1:59 PM
As of Friday last, June's new address is : Angel's Row, Heaven. She passed peacefully with her family at her side at home; it couldn't have been more beautiful... Thank you for all the prayers and words of support. That and the love and presence of my family and the wonderful care of the Vitas hospice people have provided a great comfort to me. There will be a viewing at the Crawford Mortuary, 8717 Tampa Avenue, Northridge, on Monday, 17 November from 5 to 8 P.M. and a funeral mass celebrated at St. John Eudes Catholic Church in Chatsworth (corner of Mason and Lassen) on Tuesday, 18 November at 11 A.M. For those who wish and in lieu of flowers, the family requests that a donation be made to the Alzheimer's Association @ <http://>

2010 Reunion News

Hi All;

My how time does move on! Seems only a short time ago that we were meeting in JAX for the Reunion! But, it is time to start thinking about the VP-45 Association Fall 2010 Reunion already. We would like to throw a few places out that we are considering, for your comments, consideration, or condemnation. Please take a few minutes to look them over and get your feelings back to us. We have not locked anything in yet, so there are no Hotel names, firm tours, or even locations yet.

Portland ME. (Brunswick Area): The hotel will be close to the Airport, and will furnish free transportation to & from for all. We are attempting to be close enough to shopping and restaurants that one will not need a vehicle. Tours might include the Brunswick Naval Air Station, which will be nearly closed by then, as well as Bath & a tour of the Bath Iron Works. Of course there will be seafood and fall leaf color.

Nashville, TN: Nice Hotel, Tours might include Historic downtown Nashville, Music Row, A Lunch buffet tour on the General Jackson paddle wheeler and of course the "Grand Ole Opry"!!

Washington DC: Always a great place to go. Many things to see in the DC. area, such as the Monuments, the Air Museum, and maybe a night tour of DC. Plus a trip to PAX would be scheduled to tour the P-8, as it should be there by then.

Mobile, AL Area: Much to do & see here. Many Casinos, the USS Alabama, and maybe a tour to Pensacola & the Naval Air Museum.

Whidbey Island Area: Naval Air Station Whidbey Island; Seattle Area; Naval Base Bremerton, Seattle Mariners, Cascades National Park, Boeing P-8 Poseidon Plant Tour.

With our October Newsletter, we will be asking you to indicate your preference for the 2010 VP-45 Association Reunion site so that we can, in earnest, start the planning process. If you have any comments concerning any of the sites, please feel free to send an e-mail to Dick Gray: dickgray@brooksendway.com, or write a letter to:

AFCM Richard Gray, USN (Ret)

4 Brooksend Way

Ellsworth, ME 04605

Jacksonville 2008 Reunion Huge Success

Editor's Note: This article was submitted by Jim Means, Vice President of the VP-45 Association and Chariman of the 2008 Reunion.

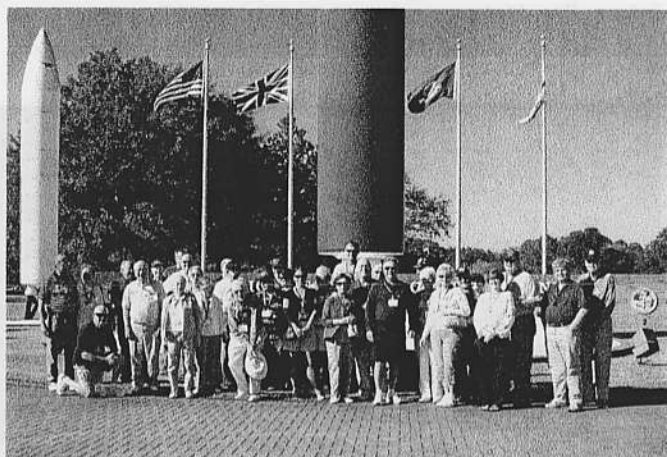
Once again our REUNION has come and gone. It was exciting to be a part of the planning and also an honor to be a member of such a great group of Patriots. We started off with a check in at the beautiful Crown Plaza, Jacksonville hospitality room on the 24th of September. What a great time to catch up with old shipmates and what has been happening with them since the last reunion. We had lunch and dinner on our own. That Ruth's Chris Steak House was a great experience for this old Texan. Suzi, my beautiful bride, and I were guest of long time friends in Jacksonville as it was close to our birthdays. They treated us to dinner. Suzi and I were going to split a baked potato, which



was one of the best I have ever had. At the end of the meal the waiter asked "why I didn't eat my potato?" I said I had and he informed me that I had a half of Suzi's and that there was still a whole one left. "Oh well, so much for country folks."

The next day a Bus Load of us went on a tour of Kings Bay Naval Submarine Base. The tour guide (a MC submariner) knew his stuff and gave us a great tour. The chow at the dining facility was outstanding. It was very impressive to see the development of the Silent Service. They put out the message "DON'T MESS WITH THE USA!"

On Friday we had two tours, one to St. Augustine and the other back to our old Squadron. I went back to our old stomping grounds, VP 45, now



housed in Hangar 1000, the Memorial to Jay Beasley. Boy what a change – Lieutenant Commander Mike Ileris and Lieutenant Amanda Henry (I wish my pilots had been as good looking and sharp as she was) were directed to conduct our tour. They did an excellent job of showing us the base and all the changes that are taking place to get ready for the new aircraft, the P-8 Poseidon – I think they were secretly hoping that it would come to VP-45 first. A lot of things have changed from my days in the Squadron. I felt like I was from the dark ages. The skipper, Commander Gordo Wilson, gave us a truly outstanding update on what the Squadron has been doing and what is in store for the future. I was ready to go back and sign up. There was no longer an OCLUB or CPO Club, so we had lunch at the ZONE which was once the ACEY - DUECY CLUB.



They had a static display set up for us and a film on the P-8 back at the Squadron. We were able to get Squadron hats, patches, pictures from the 1st Lieutenant. Time ran out all too fast and we were back to the Crown Plaza for a Reception where we got to see new arrivals and partake in just a few libations and heavy Hors D' Oeuvres.

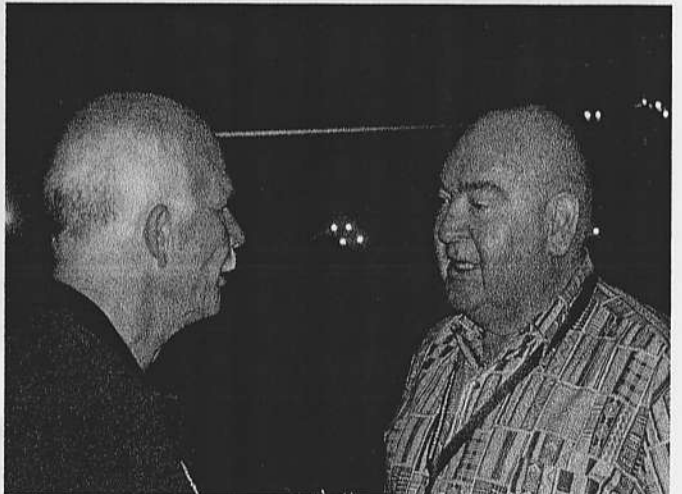
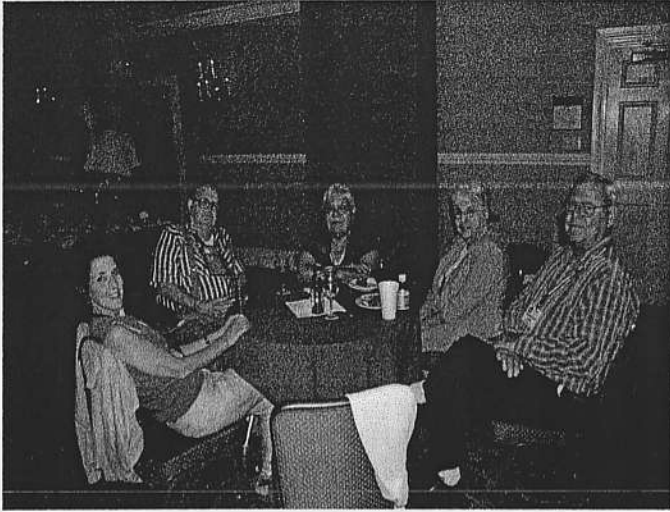
Saturday was a full day starting off with the Business Meeting and then off on a tour of Amelia Island and Fernandina Beach. Amelia Island has a very interesting history and geography - 13 miles long 2 miles wide, settled by the French. Amelia is the only

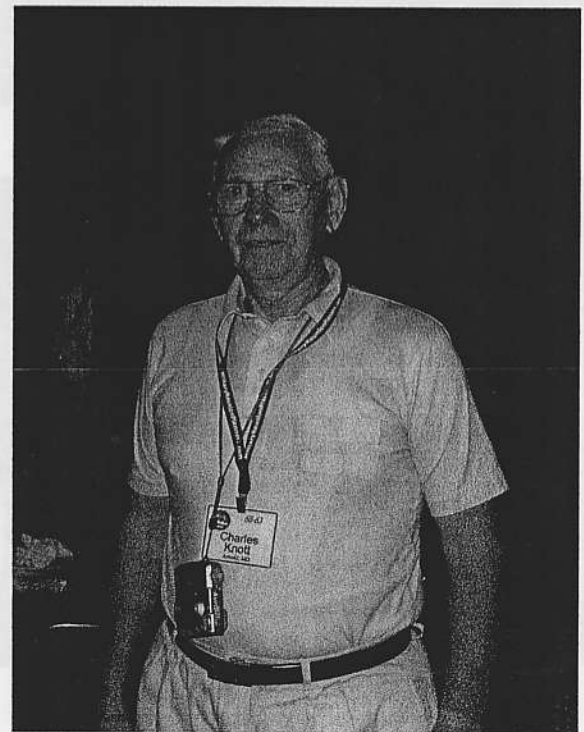
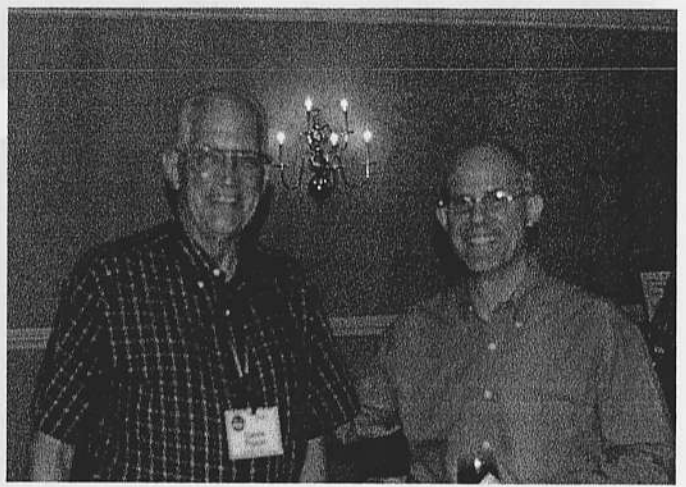
More Pictures from the Reunion ...

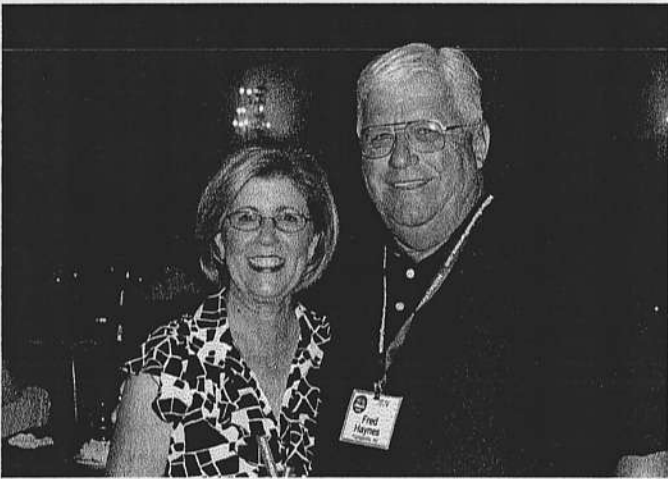
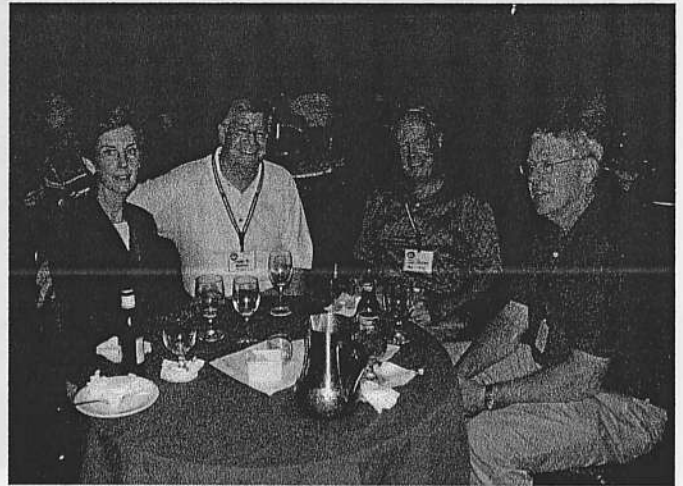


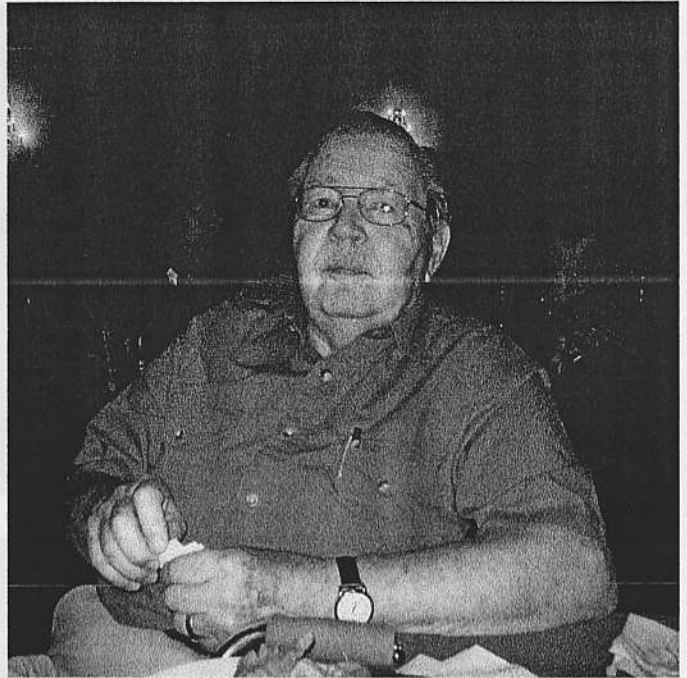
location in the United States to have been under eight different flags. You could see the foundations of historic homes and slave quarters. Fernandina Beach had lots of boutiques shops, shrimp boats and cold beer at the neatest bar I have seen in a long time. We had a great lunch and then, back to Jax for the Banquet Dinner. We had another great feast on Sirloin of Beef and Chicken Marsala. There was a moving presentation of our country's colors by the Jacksonville University NROTC Unit, and I had the pleasure of sitting next to Lieutenant Henry and Suzi. Sunday, we had a fantastic Breakfast Buffet as we said our farewells wishing that it wasn't over for two years.

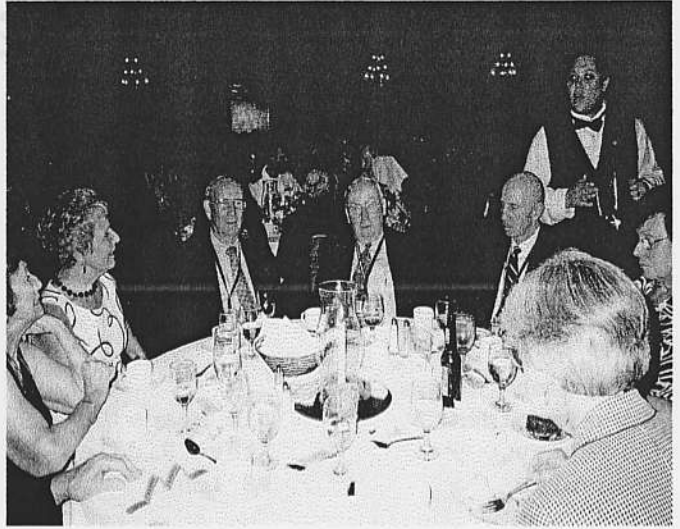
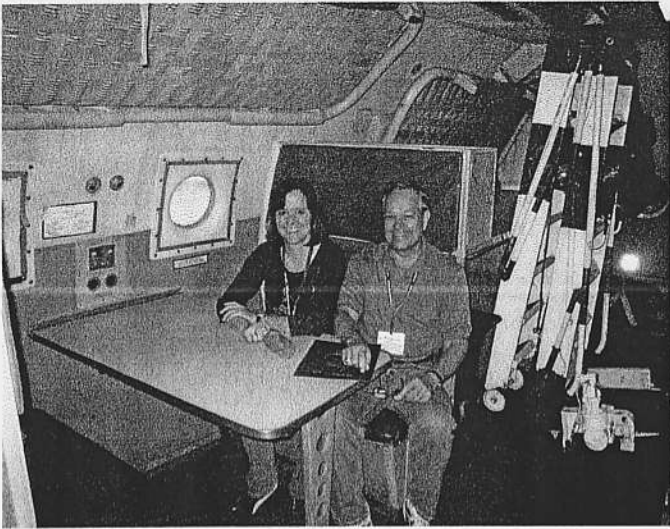












VP-45 Association Minutes

Minutes of the Business Meeting
Coincident with the VP-45 Association
Reunion
27 September 2008
Jacksonville, Florida

Current Officers:

President Gene Graham
Vice President Jim Means
Secretary Steve Riddle
Treasurer PJ Imhof

The meeting was called to order by
President, Gene Graham at 0800.

Minutes from the previous business
meeting, the reading of which was waived,
were proposed to be accepted by
acclimation. The proposal was seconded
and approved.

A moment of silence was observed and a
list of those members who, between the
last reunion and this reunion, have
passed away was read. The list included:

Douglas D. Murthy
William R. Missler
William J. Denholm, Jr.
Donald E. Milroy
Bradford W. Leete, Jr.
Robert L. Donley
Robert G. Sheffield
Walter J. Posey
Roger D. Ferguson
William W. Goodson
Gordon K. Meriwether, Jr.
Robert F. Hinckley
Charles Fields
Robert G. Stiles
Mrs. Jackie Pate (Widow of Lester Pate)
Philip W. Fluke
Wendell S. Timmons
Kenneth King
Mrs. Louise Rotering (Wife of Alvin
Rotering)
Allen McCroskey
Al Raithel
Mrs. Joan Caldwell (Wife of Charles
Caldwell)

Election of New Officers. A report of the
nominating committee was presented by the
Chairman, Bill Pendley. He thanked the
nominating committee:

Leo Cimino
Mort Eckhouse
Wally Massenburg
Ron Johnson

for their work during the search. The
slate of proposed officers was read
following discussion of the prospect of
two vice-presidents as there had been
additional volunteers. It was noted that
the slate of officers ran the gamut of
serving in VP-45 from 1960 - 1986. It
was noteworthy that the membership focus
would be on the more recent years and it
was thought with younger representation
among the officers that there would be
greater opportunity to expand the
membership. Chairman Pendley motioned
that we accept the list:

President Buck Jones
Vice President Dick Gray
Vice President Rick Brackett
Secretary Wally Massenburg
Treasurer PJ Imhof

The motion was seconded, vote on, and
approved. [Subsequent discussions with
the new officers determined that there
would remain only one named Vice
President, Dick Gray; and Rick Brackett
would assist the Secretary in his duties
as necessary].

The new officers of the VP-45 Association
elected for two year terms are:

President Buck Jones
Vice President Dick Gray
Secretary Wally Massenburg
Treasurer PJ Imhof

The outgoing President, Gene Graham
thanked Bill Pendley for his service as
Chairman of the Search and Nominating
Committee and advised that the elected
officials would assume their duties

following the Reunion Banquet (at midnight, Saturday night).

Dues discussion. The President, Gene Graham led a discussion on the proposal to increase dues. It had been six years since there was an increase in dues. There was a need to cover expenses to include the cost of those wives whose husbands had passed away so as to continue to receive the Newsletter. It was proposed that:

1 Year Dues would increase from \$10.00 to \$15.00
5 Year Dues would increase from \$45.00 to \$65.00
Lifetime Dues would increase from \$200.00 to \$300.00

These dues would take effect on 1 January 2009, and that members who had paid their dues prior to that date would not be charged the difference in the increase.

A motion was made, it was seconded and the dues increase was passed unanimously.

Newsletter Publication and Distribution Recommendation. Because of the increased cost of mailings, it was proposed that the newsletter be promulgated, if at all possible, by e-mail versus regular mail. The Secretary was directed to draft correspondence to determine member's individual preference as to how they would receive the newsletter. This action to be accomplished as soon as practicable following the reunion.

There was a motion, which was seconded and approved to follow this course.

In addition, it was proposed that the roster be published once a year vice twice a year, and that the second roster correspondence be changes to the published roster only.

There was a motion, which was seconded and the proposal was approved.

Another issue concerning the roster was the more stringent privacy issues. As we draft the correspondence for newsletter distribution, the secretary will ask whether members wish to have addresses

and specific information released versus a complete listing. Ken App requested the officers research password protection for access to the roster. The secretary offered to research a business case to amend the VP-45 Association Website to institute password protection.

Action: The Secretary will look into password protection for the website.

Free Membership for Current Active Duty Officers, Chiefs, and Enlisted. Current membership policy includes the squadron receiving 6 mailed copies of the VP-45 Newsletter. It was proposed that the Secretary engage the Public Affairs Officer of VP-45 to put together the concept of operations for membership I the Association to include e-mail delivery to all current active duty members in VP-45.

There was a motion, which was seconded, and the proposal was approved.

Action: The Secretary will coordinate the current VP-45 Active Duty Membership with the Squadron Commanding Officer and the Public Affairs Officer.

It was recommended that research be done to provide the Newsletter on-line versus e-mail or regular mail. This will remain a discussion item until the new Secretary receives the turnover boxes and assumes the WebMaster duties.

The floor was opened for discussion by the President Gene Graham.

There was discussion on the cost/benefit of the Military Reunion Planners. The officers responsible for this reunion had paid MRP to assist with the coordination. After a discussion about scheduling tours and buses, insurance policies, and on-site coordination, it was determined to be cost effective and wise to have employed MRP. The reunion planners for the 2010 reunion will look into several options before committing to an outside planning group.

In the by-laws, there is a codicil that indicates the reunions will be held every other year on the East Coast. Since this

reunion was held in Jacksonville, there is an opportunity to have the next reunion anywhere in the US. There was some discussion about choosing the next site. It was proposed that we ask the membership in the newsletter why they didn't come to this reunion.

It was suggested that the reunion be held around a military site, preferably a P-3/8 site. It was mentioned that this upcoming reunion would be commemorating the 20th Anniversary of the VP-45 Association and the reunion would be our tenth. The discussion continued to indicate that the reunions have been traditionally held in the September - November timeframe. It was also discussed that the reunion could be coincident with an Air Show. The counter to this discussion was the availability during an Air Show weekend to get rooms.

The new officers will discuss this at their first planning meeting.

The Financial Report was proposed for approval by the Treasurer, PJ Imhof. It was motioned, seconded and approved unanimously.

As there was no further new business, the meeting was adjourned at 0930.

Minutes submitted by:
W. B. Massenburg
Secretary

Minutes Approved by:
Buck Jones
President



Bank Account Balances

As of 3/9/2009

Account Assets Total

Bank and Cash Accounts

<u>Bank of Pensacola Checking</u>	<u>5003.25</u>
<u>Smith Barney - Investme Checking</u>	<u>17988.89</u>
<u>Total Bank and Cash Accounts</u>	<u>22992.14</u>

<u>Total Assets</u>	<u>22992.14</u>
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<u>Net Worth</u>	<u>22992.14</u>
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PATRON FOUR-FIVE TREASURER'S REPORT

DECEMBER 31, 2008

BEGINNING BALANCE AS OF JULY 1, 2008 \$1,559.46

INCOME:

DUES:	1,945.00
DRAWING	193.00
REUNION REGISTRATION	2,774.00

4,912.00

TOTAL INCOME \$6,471.46

EXPENSES:

GIFTS & DECORATIONS	281.85
INSURANCE	599.00
READY ROOM SUPPLIES	109.61
POSTAGE AND PRINTING	962.75
MISCELLANEOUS (TIP)	20.00

1,973.21

ENDING BALANCE, BANK OF PENSACOLA \$4498.25
SMITH BARNEY MONEY MARKET

BEGINNING BALANCE \$17,758.27

INTEREST INCOME 198.18

TOTAL SMITH BARNEY \$17,956.45

TOTAL CAPITAL AS OF DECEMBER 31, 2008 \$22,454.70

Patrick J. Imhof, Treasurer

Statement prepared on January 25, 2009

Veterans Compared to Civilians

When a Veteran leaves "the job", and moves on to a better life, many are jealous, some are pleased, and others, who may have already retired, wonder if he knows what he is leaving behind, because we already know.

1. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times.

2. We know in the military life there is a fellowship which lasts long after the uniforms are hung up in the back of the closet.

3. We know even if they throw them away, they will be on them with every step and breath that remains in their lives. We also know how the very bearing of the man or woman speak of what they were and in their hearts still are.

These are the burdens of the job. You will still look at people suspiciously, still see what others do not see, or choose to ignore, and always will look at the rest of the military world with a respect for what they do.

Never think for one moment you are escaping from that life.

You are only escaping the "job", and merely being allowed to leave "active" duty.

So what I wish for you is that whenever you ease into retirement, in your heart you never forget for one moment that you are still a member of the greatest fraternity the world has ever known.

Civilian Friends vs. Veteran Friends Comparisons:

CIVILIAN FRIENDS get upset if you're too busy to talk to them for a week.

VETERAN FRIENDS are glad to see you after years, and will happily carry on the same conversation you were having the last time you met.

CIVILIAN FRIENDS have never seen you cry.
VETERAN FRIENDS have cried with you.

CIVILIAN FRIENDS keep your stuff so long they forget it's yours.

VETERAN FRIENDS borrow your stuff for a few days, then give it back.

CIVILIAN FRIENDS know a few things about you.
VETERAN FRIENDS could write a book with direct quotes from you.

CIVILIAN FRIENDS will leave you behind, if that's what the crowd is doing.

VETERAN FRIENDS will kick the crowd's ass that left you behind.

CIVILIAN FRIENDS: Many are for a while.

VETERAN FRIENDS: Are always for life.

CIVILIAN FRIENDS have shared a few experiences.

VETERAN FRIENDS have shared a lifetime of experiences no citizen could ever dream of.

CIVILIAN FRIENDS may take your drink away when they think you've had enough.

VETERAN FRIENDS will look at you stumbling all over the place and say, "You better drink the rest of that before you spill it!" Then carry you home safely and put you to bed.

CIVILIAN FRIENDS will talk crap to the person who talks crap about you.

VETERAN FRIENDS will knock the crap out of them, for using your name in vain.

CIVILIAN FRIENDS will ignore this.

VETERAN FRIENDS will forward this.

A veteran - whether active duty, retired, or reserve - is someone who, at one point in their life, wrote a blank check made payable to "The Government of the United States of America" for an amount of "up to and including my life" . . . and military spouses are as much veterans as to whom they're married. From one veteran to another, it's an honor to be in your company.



"I was a Sailor once ..."

I liked standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe I liked the sounds of the Navy - the piercing trill of the boatswains pipe, the syncopated clangor of the ship's bell on the quarterdeck, harsh, and the strong language and laughter of sailors at work. I liked Navy vessels - plodding fleet auxiliaries and amphibs, sleek submarines and steady solid aircraft carriers. I liked the proud names of Navy ships: Midway, Lexington, Saratoga, Yorktown, Coral Sea, Antietam, Valley Forge - memorials of great battles won and tribulations overcome.

I liked the lean angular names of Navy "tin-cans" and escorts, mementos of heroes who went before us.

And the others - San Jose, San Diego, Los Angeles, St. Paul, Chicago, Oklahoma City, named for our cities.

I liked the tempo of a Navy band.

I liked liberty call and the spicy scent of a foreign port.

I even liked the never ending paperwork and all hands working parties as my ship filled herself with the multitude of supplies, both mundane and to cut ties to the land and carry out her mission anywhere on the globe where there was water to float her.

I liked sailors, officers and enlisted men from all parts of the land, farms of the Midwest, small towns of New England, from the big cities, the mountains and the prairies, from all walks of life. I trusted and depended on them as they trusted and depended on me - for professional competence, for comradeship, for strength and courage. In a word, they were "shipmates"; then and forever.

I liked the surge of adventure in my heart, when the word was passed: "Now Hear This". "Now station the special sea and anchor detail - all hands to quarters for leaving port," and I liked the infectious thrill of sighting home again, with the waving hands of welcome from family and friends waiting pier side. The work was hard and dangerous; the going rough at times; the parting from loved ones painful, but the companionship of robust Navy laughter, the "all for one and one for all" philosophy of the sea was ever present.

I liked the fierce and dangerous activity on the flight deck of aircraft carriers, earlier named for battles won but sadly now named for politicians. Enterprise, Independence, Boxer, Princeton and oh so many more, some lost in battle, and sadly many scrapped. I liked the names of the aircraft and helicopters; Skyraider, Intruder, Sea King, Phantom, Skyhawk, Demon, Skywarrior, Corsair, Marlin, Catalina, Neptune, Orion, Poseidon and many more that bring to mind offensive and defensive orders of battle.

I liked the excitement of an alongside replenishment as my ship slid in alongside the oiler and the cry of "Standby to receive shotlines" prefaced the hard work of rigging spanwires and fuel hoses echoed across the narrow gap of water between the ships and welcomed the mail and fresh milk, fruit and vegetables that sometimes accompanied the fuel. I liked the serenity of the sea after a day of hard ship's work, as flying fish flitted across the wave tops and sunset gave way to night. I liked the feel of the Navy in darkness - the masthead and range lights, the red and green navigation lights and stern light, the pulsating phosphorescence of radar repeaters - they cut through the dusk and joined with the mirror of stars overhead. And I liked drifting off to sleep lulled by the myriad noises, large and small, that told me that my ship was alive and well, and that my shipmates on watch would keep me safe. I liked quiet mid-watches with the aroma of strong coffee - the life blood of the Navy permeating everywhere. And I liked hectic watches when the exacting minuet of haze-gray shapes racing at flank speed kept all hands on a razor edge of alertness. I liked the sudden electricity of "General quarters, general quarters, all hands man your battle stations," followed by the hurried clamor of running feet on ladders and the resounding thump of watertight doors as the ship transformed herself in a few brief seconds from a peaceful workplace to a weapon of war - ready for anything. And I liked the sight of space-age equipment manned by youngsters clad in dungarees and sound-powered phones that their grandfathers would still recognize.

I liked the traditions of the Navy and the men and now women who made them.

I liked the proud names of Navy heroes: Halsey, Nimitz, Perry, Farragut, John Paul Jones and Burke.

A sailor could find much in the Navy: comrades-in-arms, pride in self and country, mastery of the seaman's trade. An adolescent could find adulthood.

In years to come, when sailors are home from the sea, we still remember with fondness and respect the ocean in all its moods - the impossible shimmering mirror calm and the storm-tossed green water surging over the bow. And then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm, a refrain of hearty laughter in the wardroom and chief's quarters and mess decks. Gone ashore for good we grow humble about our Navy days, when the seas were a part of us and a new port of call was ever over the horizon. Remembering this, we stand taller and say, "I WAS A SAILOR ONCE!"

Current VP-45 Squadron Leadership



COMMANDING OFFICER PATROL SQUADRON 45 COMMANDER GORDON S. WILSON

Commander Wilson is a native of Plandome, NY. He graduated with Distinction from the United States Naval Academy in 1991 with a Bachelor of Science in Oceanography. After commissioning, he entered pilot flight training and earned his Wings of Gold in March of 1993.

Following initial P-3 training at Patrol Squadron THIRTY, Commander Wilson joined Patrol Squadron TWENTY-SIX based in Brunswick, ME, in April 1994. He deployed with the squadron to Italy, Panama, Iceland and Puerto Rico, earning designations as Patrol Plane Commander, Mission Commander and Instructor Pilot while serving as First Lieutenant Division Officer, Armament Branch Officer, Assistant Admin Officer and Pilot NATOPS Officer. In January 1998 he reported to Patrol Squadron THIRTY in Jacksonville, FL as an FRS Instructor Pilot and performed duties in Pilot Training as the Instrument Standardization Officer. While assigned to VP-30 he was chosen to attend the United States Naval Test Pilot School in Patuxent River, MD, and was selected as a Distinguished Graduate of USNTPS Class 117 in June 2000. He then reported to

Naval Force Aircraft Test Squadron and served as a Test Pilot and Project Officer. In July 2001, Commander Wilson returned to USNTPS to serve as a Fixed Wing Test Pilot Instructor. During his time in Pax River, he participated in and managed numerous flight test programs and flew over 35 aircraft, including instructor qualifications in the A-37, P-3, T-2 and T-38 aircraft.

Following refresher training at Patrol Squadron THIRTY, Commander Wilson reported to Patrol Squadron EIGHT in December 2002, serving as Safety/NATOPS Officer and Maintenance Officer. He deployed to Sigonella, Italy and Souda Bay, Greece in January 2003, highlighted by combat missions in support of Operations IRAQI and ENDURING FREEDOM. In December 2004, Commander Wilson reported to Commander, U.S. SEVENTH FLEET aboard the USS BLUE RIDGE homeported in Yokosuka, Japan where he served on staff as Future Operations Undersea Warfare Officer, Fleet Training Officer and Battle Watch Captain. He deployed throughout the Western Pacific in support of numerous Joint, Coalition and Naval operations and exercises. Commander Wilson next served as Executive Officer of Patrol Squadron THIRTY from November 2006 until reporting as Executive Officer of the Patrol Squadron FORTY FIVE "Pelicans" in September 2007.

Commander Wilson has earned membership in the Acquisition Community and the Society of Experimental Test Pilots, and graduated with distinction from Troy University with a Master of Business Administration and from Embry-Riddle Aeronautical University with a Master of Aeronautical Science. His decorations include the Meritorious Service Medal, Air Medal, Navy Commendation Medal, Navy Achievement Medal, and numerous unit and campaign awards. Commander Wilson is married to the former Sandra Schofield of Pensacola, FL and is the proud father of three great sons: Zeke, Griffin, and Fletcher



EXECUTIVE OFFICER, PATROL SQUADRON 45 COMMANDER ANDREW F. SMITH

Commander Andrew Smith was born in Cambridge, Massachusetts and raised in Montclair, New Jersey. He graduated from the University of New Hampshire in 1990 and was commissioned through Aviation Officer Candidate School in July 1991. After commissioning, he entered flight training and earned his Wings of Gold in July 1992.

Following initial P-3C training with Patrol Squadron THIRTY, Commander Smith joined the Seahawks of Patrol Squadron TWENTY-THREE, NAS Brunswick, Maine, in April 1993. While in VP-23 he served as the Public Affairs Officer, Ground Training Officer and Avionics Branch Officer, earned the designation as Patrol Plane Tactical Coordinator, and deployed to Sicily, Spain, and Saudi Arabia. Following the disestablishment of VP-23, he joined the Red Lancers of Patrol Squadron TEN, and qualified as Mission Commander and Instructor TACCO while serving as the Mining/ Weapons Officer and Avionics/ Armament Division Officer, and deployed to Sicily, Puerto Rico, Panama, and Iceland.

In September 1996, Commander Smith reported to Patrol Squadron THIRTY, at NAS Jacksonville, Florida, as an FRS Instructor. During this tour he served as the NFO Schedules Officer, Fleet NATOPS NFO Evaluator and NATOPS Division Officer. In December 1999, Commander Smith next reported aboard the USS CARL VINSON (CVN 70), based at Bremerton, Washington, as the Operations Administration Officer and qualified as Officer of the Deck (OOD) Underway and Sea and Anchor OOD. While assigned, he deployed to WESTPAC and participated in the initial days of Operation ENDURING FREEDOM following the terrorist attacks of 11 Sep 2001.

Following his disassociated sea tour, Commander Smith attended the Naval War College in Newport, Rhode Island where he earned a Masters in National Security and Strategic Studies. In May 2003, he returned to the Red Lancers of VP-10 for his Department Head Tour. While assigned, he completed a Caribbean - North Atlantic deployment and served as the Safety/NATOPS Officer, Administration Officer and Maintenance Officer. In May 2005, Commander Smith reported to Commander, Patrol and Reconnaissance Wing ELEVEN as the Operations Officer. Subsequently, in May 2006 he was assigned to the Chairman, Joint Chiefs of Staff as an Action Officer in the Command, Control, Communications and Computer (C4) Systems Directorate (J6).

Commander Smith's personal decorations include the Navy Commendation Medal (four awards), the Navy Achievement Medal (two awards), along with various unit and campaign awards. Commander Smith is married to the former Maryann Natherson of Longwood, Florida and they have three sons, Ryan, Sean and Brady.



**COMMAND MASTER CHIEF
PATROL SQUADRON 45
CMDM (AW/SW) HOWARD A.
SIMPKINS**

Command Master Chief Simpkins enlisted in the United States Navy on August 1, 1979. He completed Recruit Training in Orlando, Florida and Aviation Electrician's Mate "A" School in Millington, TN in February 1980.

Command Master Chief Simpkins' sea duty assignments include Air-Antisubmarine Squadron Thirty-One, Air-Antisubmarine Squadron Twenty-Four and Sea Control Squadron Thirty-Two (2 tours, one as MMCP). He completed nine deployments to the Arabian Gulf, Indian Ocean, Mediterranean Sea and North Atlantic. Ashore, Master Chief Simpkins completed tours as a Navy Recruiter in Daytona Beach, FL, Instructor and Master Training Specialist at NATTC Millington, TN assigned to AV(C1) School, Aircraft Intermediate Maintenance Department, NAS Key West, FL as Leading Chief Petty Officer and Helicopter Anti-Submarine Squadron Light Forty-Four as Maintenance Master Chief Petty Officer.

Command Master Chief Simpkins graduated from the Senior Enlisted Academy Class 116 (Green) and Command Master Chief Course, Class 15. He reported on board USS SIMPSON (FFG 56) and served as Command Master Chief from April 2005 to March 2007. During his tenure SIMPSON participated in a Standing NATO Maritime Group 1

deployment to the Northern Atlantic and was awarded the Retention Excellence Award for FY06.

He reported onboard Patrol Squadron FOUR-FIVE as Command Master Chief in April 2007. He completed a Tri-Site deployment with VP-45 to U.S. Sixth Fleet, U.S. Central Command and U.S. Southern Command in December 2007. Command Master Chief Simpkins' personal decorations include the Enlisted Aviation Warfare Designation, Enlisted Surface Warfare Designation, Navy Commendation Medal (7 awards), Navy Achievement Medal (4 awards), Navy Good Conduct Medal (7 awards) and various other unit, campaign and service awards. Master Chief Simpkins and his wife Lois are the proud parents of two daughters, Samantha and Stephanie and the grandparents to granddaughter Haylee.



Current News from VP-45

Squadron-Level Maintenance Returns to VP-45

By LTJG Driessen PAO, VP-45



The Pelicans of VP-45 have entered the busiest part of Inter-Deployment Readiness Cycle (IDRC) in preparation to occupy the deployment sites of Japan and El Salvador for six months beginning in May. The squadron is currently in the midst of a series of exercises and evaluations that must be executed prior to deployment, and will continue to focus on developing readiness for the remainder of home cycle. In addition, the Pelicans have recently accomplished the challenging task of transitioning from wing to squadron-level maintenance.

Since the inception of wing-level maintenance in Jacksonville, the squadron has been working closely with Combined Maintenance Organization (CMO) 11. Under this system, maintenance personnel were assigned to CMO and charged with the task of maintaining the inventory of wing-owned aircraft. Under the more traditional system, maintenance personnel, aircrew, and the aircraft they fly and maintain belong to the same command.

VP-45 has worked extremely hard to reintegrate maintenance personnel, practices, and programs as smoothly and expeditiously as possible. Though the official CMO disestablishment date was as recent as 06 March, the incredible efforts of the squadron and the maintenance shops it has absorbed have resulted in a virtually seamless transition. This process had to take place as expeditiously as possible with the new maintenance department's first Aviation Maintenance Inspection taking place the same month CMO was disestablished.

The maintainers assigned to VP-45 began attending squadron quarters as soon as they were designated Pelicans in February. Since then, Skipper CDR Gordon S. Wilson and XO CDR Andrew F. Smith have been addressing a squadron more than twice its former size. This increase in manning means that both officer and enlisted aircrew will once again gain the valuable experience of holding leadership positions in the various maintenance shops. Some 25 enlisted aircrew and 11 officers are already working hard to take on the responsibilities and learn the new faces of the branches and divisions they are now a part of.

The aircrew who have until recently composed the vast majority of the squadron are enthusiastically taking on new leadership billets in the maintenance shops. They are also enjoying working more closely with maintenance personnel on a regular basis. AO2 Rachele Applegate, who was with the squadron before CMO and is once again a Pelican, expressed the general feeling in the shops about being reassigned to the squadron. "In general, people feel more valued and feel like they are treated better... we build better relationships with the people we work with and feel more like part of the family."

In addition to being a part of a smaller, more closely knit team, maintenance will now be able to focus on a smaller inventory of squadron-owned aircraft. She also agreed that as aircrew and maintenance become more well acquainted with each other and take more pride in working on and operating squadron-owned aircraft, the efficiency and safety of squadron operations should continue to increase. Mission completion rates are already surprisingly high after just a short time of operating together as one unit. This has been done with a continuing emphasis on safety in both maintaining and flying the aircraft.

VP-45 Sponsor's RTC Division 138

By AWO2 Fredline

As part of a new tradition, commands throughout the Navy are given the opportunity to sponsor recruit divisions during their time aboard RTC Great Lakes. The program gives fleet Sailors the chance to get directly involved with recruits while they are trained at the Quarterdeck of the Navy to make the transformation into becoming Sailors.

LCDR Mclevey, LTJG Bierbach, YN1 Martin and I were the first to travel to RTC Great Lakes as part of VP-45's Division sponsorship. After arriving early Thursday morning we reported aboard RTC Great Lakes where we met our division and their recruit division commanders. As we made our first

appearance SKC Suchil, CSC Cope and DC1 Starks took a break from training to welcome us aboard.

The first day was the division's PT-in assessment, where they received their baseline PFA. As we entered Freedom Hall, the division followed where they formed ranks on the PT floor. After dressing down they began the PT regimen, and finished with a standard 1.5 mile Navy run. After we made it back to the USS Kearsarge we were introduced to the division. The recruits were on their initial days of training but looked very motivated and were curious about their sponsors.

The way that RTC is presently laid out is in Ships, or what some of the "Old Salts" knew as barracks. Inside these ships are squad bays, a chow hall, classrooms, laundry facilities and a sick bay. The Ship is equipped for 12 recruit divisions that live onboard for the duration training. The RTC facilities are very impressive. Freedom Hall is where they PT. This building has four 1/8 mile tracks in it and a fully equipped gym for strength training. Drill training occurs in one of the two large drill halls located near the Ships. One of the most commanding buildings is the newly constructed Battle Stations, a \$46 million dollar facility that is state of the art and houses a ship.

On our second day, the recruits were given some "free time" to ask questions about the Fleet. After the Q&A, LCDR Mclevey instructed training on Rank & Recognition and Ships, Submarines and Aircraft. There was also a small group of recruits who were going to the remedial swim test that got a pep talk from LTJG Bierbach. YN1 Martin and I also had some time to mentor the recruits on their upcoming test.

The last day with 138 began with some Computer Based Training (CBT) lectures. All CBTs are done by instruction from individual computers in the modern classroom. The RDCs also have the option of giving classroom lectures. After chow we watched the division practice drill all together for the first time. Before we headed back to the BOQ on NSTC Great Lakes we gathered the division around to talk about the Navy family, team work and ensured them that VP-45 would be with them through their journey and that they were now a part of the "Pelican Team".

With VP-45 pushing strong behind them, Division 138 will excel as part of our team! The squadron will be taking several more trips up to RTC, right up until their graduation. RTC is an ever-changing hard-working command; it was a pleasure and a great opportunity for us to see first-hand the work being done on the Quarterdeck of the Navy.



"You may have been in Naval Aviation if ... "

Slept on the concrete (or flight deck) under a wing.*

Wished your jet would drop a Mk 84 on Tojo's/Ho Chi Min's /Saddam Hussein's house.

Ever said, "Oh yes sir, it's supposed to look like that."*

Drank water from a scuttle-butt that had more JP than H2O.*

Have sucked LOX to cure a hangover.

You know what JP tastes like.*

You have a better bench stock in the pockets of your coveralls than the squadron can supply you.*

Used a piece of safety wire as a toothpick.*

Someone has tackled you right before you cuss out the squadron Ops Boss over the radio.

You refer to a pilot as a "control stick actuator."

You've ever been told to go get "some prop wash and a yard of flight line from supply."

Worked a 14 hour shift on a jet that isn't flying the next day.*

You've ever said "as long as it starts every other try you'll be fine sir."

You've ever considered a traditional Thanksgiving dinner to be a turkey sandwich in one hand and a wrench in the other.*

You've ever jumped into an intake to get out of the cold.

You've ever been told to tow the jets around so they match the board in Maintenance Control.

You've ever preflighted in really bad weather only to have Ops cancel after engine start.*

You've ever been hassled in the Chow Hall for shave/boots/uniform/smell after a 16 hour shift.*

You believe your bird has a soul.

"You may have been in Naval Aviation if..." will be an every Newsletter column. If you have any you would like to see or add, e-mail to: wallymassenburg@comcast.net

P-8 Poseidon Readies for First Flight



The Boeing Company (20 May 2008) began using a moving assembly line for final assembly of the P-8A Poseidon in Renton, Wash. This military derivative of the Next-Generation 737-800 is expected to move through the final assembly process at a continuous pace similar to commercial 737s.

"This is another important step toward delivering the first P-8A to the U.S. Navy on schedule" said Bob Feldmann, Boeing vice president and P-8 program manager for Boeing Integrated Defense Systems. "The entire team is working extremely hard to meet our commitment to the customer"

Boeing uses the moving assembly line during final assembly positions for the airplane. The P-8s will be positioned in a straight-line configuration on the factory floor and stay at a production station for a period of time before advancing to the next station. Standard processes, visual control systems and point-of-use staging are in place, allowing work to flow continuously and quickly.

"Moving lines are proven to enhance the quality and efficiency of production processes" said Mo Yahyavi, Boeing vice president and P-8 program manager for Boeing Commercial Airplanes. "Boeing has found that moving lines drive out waste and make it easier for employees to solve emergent issues. Problems are

more visible, and any employee can stop the line at any time, mustering the help of engineers and other support personnel"

To make the assembly line move during final assembly, Boeing uses a tug that attaches around the front landing gear of the airplane and pulls it to the next position. The tug has an optical sensor that follows a white line along the floor.

The Boeing-led Poseidon industry team is currently under a System Development and Demonstration contract, which includes building five test vehicles: three flight-test and two ground-test aircraft. The first test aircraft will be delivered to the Navy and fly in Spring, 2009.

The Navy plans to purchase 108 P-8As to replace its fleet of P-3C aircraft. Initial operational capability is slated for 2013. The Boeing-led Poseidon industry team includes CFM International, Northrop Grumman, Raytheon, Spirit AeroSystems and GE Aviation.

The P-8A is a long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft capable of broad-area, maritime and littoral operations. The P-8A combines superior performance and reliability with an advanced mission system designed for maximum interoperability in the future battle space.

Secretary's Corner

To the Members of the VP-45 Association,

Secretary Turnover. It is with great humility that I assume the title and the responsibilities as your Association Secretary. I want to take this opportunity to recognize my predecessor, Steve Riddle, who served this Association with such dedication and enthusiasm. I would like to say that Steve has turned over all the duties, but I found that the duties of the Secretary are far reaching and requires a bit of knowledge about computers, software, and web-sites. It has taken me from the reunion to the publication of this Newsletter to achieve a rudimentary ability to exercise what now has been many remedial training sessions as Steve has calmly helped me navigate the required skills to produce a quality Newsletter. Steve continues to manage our Website and he continues to be available to answer all my questions as I come up to speed.

Newsletter Input and Archives. Our Newsletter is only as good as the Membership that provides pictures (or copies) of squadron rosters, papers, crew lists, awards, and narratives which capture your favorite incidents / stories for our archives and / or the newsletter. These are treasures only you can provide. If you are willing to share, I will carefully copy and return those items. Constructive Criticism is always welcome.

Dues Discussion. It has been six years since there was an increase in dues. There is a need to cover expenses to include the cost of those wives whose husbands have passed away so they continue to receive the Newsletter, in addition to the increase in costs of mailings and other activities. It was proposed that:

1 Year Dues would increase from \$10.00 to \$15.00

5 Year Dues would increase from \$45.00 to \$65.00

Lifetime Dues would increase from \$200.00 to \$300.00

These dues were to take effect on 1 January 2009, however, the leadership team decided that because of our inability to properly inform the rank and file, that date would be extended to 1 June 2009. Those who did get the word and paid the new amount, their next years dues will be credited. Those who wish to pay their dues prior to the first of June will still enjoy the legacy rate. **PLEASE, PLEASE** help us maintain a quality squadron association and keep your dues up-to-date.

Membership Increase. It is the leadership's goal to continue to grow our membership so that our organization thrives. We have had great success with our more senior membership from VP/VPB-205; VP-45 (PBY); and VP-45 (P5M) eras. We are now transitioning our membership to attract more members from VP-45 (P3) years. We have over the past years had more success in interesting our Enlisted and Chief Petty Officer alumni in joining. During the 2008 Business Meeting, free membership for Current Active Duty Officers, Chiefs, and Enlisted was approved. Current membership policy includes the squadron receiving 6 mailed copies of the VP-45 Newsletter. I have engaged the current Public Affairs Officer, LT (jg) Nathan Driessen to help us develop the concept of operations for membership in the Association to include e-mail delivery to all current active duty members in VP-45. We want to start our Membership Campaign early. If you would personally take the time to contact those with whom you served and put the effort to increasing our membership, our VP-45 Association will become one of the best ... "and besides, who is going to believe any of our stories, but us - at our bi-annual reunions".

Rosters. Please help me keep the mailing addresses and e-mail addresses accurate. I do make mistakes and do not want to offend or leave anyone out unintentionally.

... And Finally. Thanks to Bill Hobgood, who took the time to capture in pictures a short history of VP/VPB-205 and VP-45. From his e-mail:

"For those of you that are interested, the 2008 Patrol Squadron FORTY-FIVE video I put together for the recent squadron reunion in Jacksonville is now up on Youtube.com. Because of youtube limitations, I have upload it in three parts. The links are provided below, but if you just go the www.youtube.com and search for VP-45 you will find all three parts of the video. Thanks for another great reunion of a really special Navy squadron.

Part 1: <http://www.youtube.com/watch?v=P8OvLw-ept8&feature=channel>

Part 2: http://www.youtube.com/watch?v=qLn6Q_R0xbk&feature=related

Part 3: http://www.youtube.com/watch?v=QD_ARX3GQwc&feature=related

Bill Hobgood VP-45 1971 - 1974"

Drumbeats. My intent is to get back into the rhythm of Newsletters in the March and October timeframes ... and, of course, your opinion matters about where and when for our 2010 reunion.

Wally Massenburg
VP-45 Association Secretary

Registration Form

for the

PATRON FOUR FIVE ASSOCIATION

Please complete this form and return it to the address below so we will have your information in the database and member roster. Dues are \$15 per year, \$65 for five years, & \$300 for life and are payable to:

Mr. Patrick J. Imhof, Treasurer
Patron Four Five Association
3204 E. Moreno St
Pensacola, FL 32503-6529
850-432-0036
daddypaddy@cox.net

Roster Information

(Rosters are for private use by Association members ONLY)

First Name _____ Middle Initial _____ Last Name _____

Spouse First Name _____

Address (Street or PO BOX, etc.) _____

City _____ State _____ Zip+4 _____ - _____

Telephone # with area code (_____) _____

E-mail _____

Website (if applicable) _____

Squadron Duties/Billet Data

Please circle one: Aircrew Pilot NFO Other (Please identify) _____

Served in: (Circle one) VP/VPB-205 VP-45 (PBY) VP-45 (P5M) VP-45 (P3) VP-45 (P8)

Dates served: From _____ To _____, From _____ To _____

Duties/Division _____

Pictures (or copies) of squadron rosters, papers, crew lists, awards, and a narrative of your favorite incidents / stories for our archives and / or the newsletter are treasures only you can provide. We can copy and return