

2014  
SEPTEMBER

Meet the  
New CO

Last Minute Jax  
Reunion Info

Two Association  
Officers Needed

THE VP-45 ASSOCIATION'S  
**Pelican Post**  
**Newsletter**

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



## Association Officers

- Doug Mitchell.....President
- Dick Gray.....Vice President
- “PJ” Imhof.....Treasurer
- Jack Keane.....Secretary
- Bill Hobgood.....WebMaster

## Newsletter Info

- Editor-in-Chief.....Jack Keane
- Asst Editor.....Bill Hobgood
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## Newsletter Contents

Cover..... “Cats Have Claws”  
An Original Oil Painting by Don Feight  
 (<http://www.feightstudios.com/>)

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### From the Editor:

Welcome to the third edition of the “Pelican Post.” Now that you are getting use to the all digital and color Newsletter, please let us know via email your thoughts and comments about this publication. We will publish your letters in the Mailbag section. You can contact us via the website or by sending an email to either of the email addresses listed above.

On behalf of the Association officers, I truly hope you’ll continue to enjoy the new format of YOUR Association’s newsletter.

Jack Keane

“We are, in my opinion, the absolute best Patrol Squadron Association in existence today. It is because of you ‘the Membership,’ comprised of Pelicans from every era, dating back to the 1940’s, folks who truly care about each other and enjoy each other’s company, that make this statement a reality.”

From the Desk of...

*Doug Mitchell*

## President’s Report

### Pre-Reunion Thoughts.....

I attended the Squadron’s Change of Command on May 15th, and I am very happy to report “Skipper” T.J. Grady and their new “XO” CDR John Weidner are thrilled to carry on our Association’s outstanding relationship with the Active Duty Sailors.

The Squadron Personnel are very excited about hosting us again for a tour of their spaces and their new P-8 aircraft during our reunion. For those of you who have signed up for the squadron tour on Friday October 17th, I thought you would like to know in advance they will provide a table of “Pelican” Memorabilia for sale on the hangar deck specifically for our members.

I’ve spoken with numerous Sailors at the

Squadron during my visits, and we look forward to seeing many of them attend our Banquet Dinner on Saturday night. These folks really believe in the term “Once a Pelican, always a Pelican!”

As I sit down to write a few words to you, I can’t help but reflect on all the planning that has been accomplished over the past few months for our upcoming reunion. As an Association, one of the main reasons we exist is to provide an avenue for our shipmates to reconnect/re-establish old, as well as develop new, friendships by holding our Biennial Reunions.

I ask you once again to please break out your 2014 roster of members and contact anyone you know who served with you in VP-45 (even if they are not already members) and ask them to join us on October 15th - 19th at the Crowne Plaza “Riverfront” Hotel in Jacksonville.

Many of you have made your reservations, but for those of you who have not, don’t forget the deadline to do so without having to pay a \$15 penalty per person is September 3rd. The cut-off date



*Doug with CO TJ Grady at Change of Command*

for the Hotel Reservations at our reduced rate is 24 September based on availability. Don't delay... You do not want to miss this one!

On behalf of the membership, I want to take this opportunity to publicly thank our Secretary, Jack Keane, and our Webmaster, Bill Hobgood, for jointly orchestrating another outstanding Newsletter; our third since going to this new digital format. These two gentlemen have spent numerous hours working on this masterpiece during the year, and I haven't seen another Newsletter from any organization anywhere that compares to our "Pelican Post." Let them know what you think of our Newsletter when you see them at the Reunion...and personally thank them for their accomplishments.

In the September 2013 Newsletter, I mentioned that our Vice President Dick Gray was working on the planning of his third and final Reunion with the help of the Military Reunion Planners Organization. We are a month away from his "Grand Finale" in Jacksonville and an accumulation of six years of superb service to our Association.

And I also mentioned our Treasurer "P.J." Imhof... what a class act...ten years of flawless dedication to this Association as he meticulously balanced our check book. We are in your debt forever P.J. and I know we can count on you for any help in the future if the need arises! I ask everyone to please join me in thanking both of these gentlemen at the Reunion for their outstanding service. They are not leaving us...simply stepping down as Officers of the Association!

Last year I asked our past Vice President, Jim Means, to chair the Nominating Committee that would be looking for officer replacements for the position of



*"Pelican Post." The First Three All Digital Edition Covers.*

Vice President and Treasurer. We had two candidates step up to the plate, and once confirmed by the Membership at the Business Meeting in Jacksonville, we're excited to see what their future leadership will add to the Association as we continue to march forward in history. "We are, in my opinion, the absolute best Patrol Squadron Association in existence today." It is because of you "the Membership", comprised of Pelicans from every era dating back to the 1940's....folks who truly care about each other and enjoy each other's company that make this statement a reality.

I look forward to seeing everyone next month and remember, if I can be of any assistance to any of you concerning the October Reunion or any other matter, please do not hesitate to call or email me at 678-650-7500 or [poohbearmit@aol.com](mailto:poohbearmit@aol.com).

Best Regards,  
Doug "Pooh Bear" Mitchell  
President



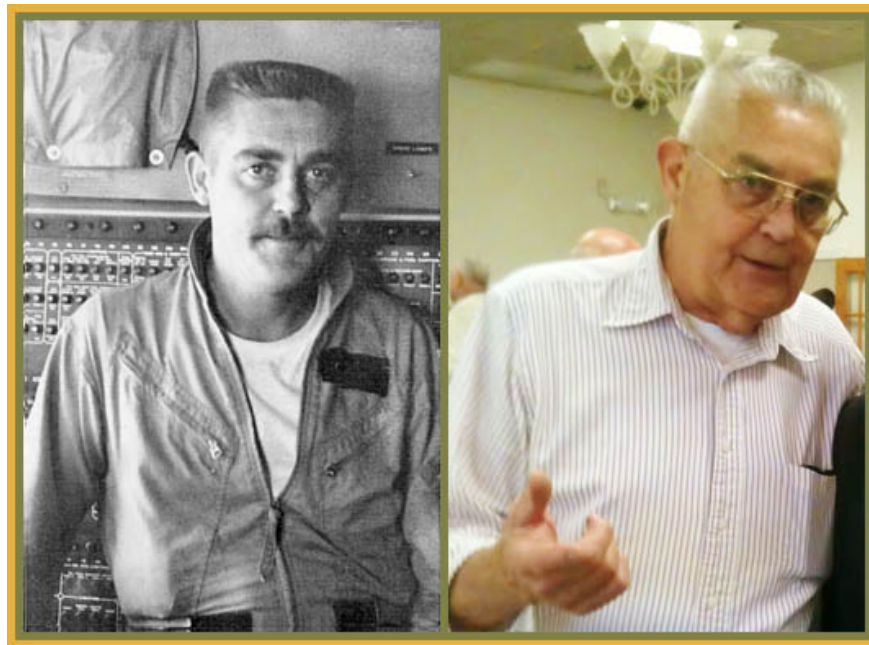
*"Jacksonville Landing!" Don't Forget to Sign Up for the October 2014 Reunion!!!*

# FROM THE VICE PRESIDENT



**By: Dick Gray**  
**Association Vice President**

Well, my days as your Vice President are drawing to a close, and on the one hand I look forward to it, while on the other I will certainly miss it!



*Dick Gray: 1965 in VP-45 and 2011 as Association VP.*

As I look back on the last 6 years, the first thing that comes to mind is how many of you I have met over this period, and how much I have enjoyed you all. My impression going in was that I thought we had the best Navy Association Group there was; but as I depart, my thinking has changed a bit - *I now know that to be true!*

It has been my pleasure to have worked with, and for, you for the past three Reunions. I have tried my best to ensure everyone enjoyed themselves and that all of your needs and desires were handled in the best possible manner.

Looking back on it all, I think of how I could and/or should have done more for you all! But I did the best I could and will have to live with that.

I must honestly say that the Association has moved forward mainly because of the great group of Officers that you folks put in place! Buck, Wally, P.J., Doug, Jack and Bill are the “finest kind” to work for and with..

They all work together for the Association goals, and it certainly made everything go smooth! - (in spite of a few 3 hour Saturday conference calls! ha)

And one the hardest workers in the Association is my good friend P.J.! He has the toughest job of all, keeping track of the \$\$\$!! But he does it, and always to the penny. He keeps the rest of us in line for sure, and he knows every member by name! Best to you always P.J., and will see you in the Fall in Pensacola.

In closing, I want to wish all the best to Kevin Cloutier as he relieves P.J. as Treasurer, and I certainly want to wish my relief, Joe Bretton, the best as he takes over as Vice President. It is a great job that both of you are stepping into, learn from our mistakes, and always keep us moving onward and upward!

I salute you all!

Dick Gray

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# AT THE TOP



The newest and seventy-second Commanding Officer of the World Famous “Pelicans” of Patrol Squadron Forty-Five is Commander T. J. Grady, USN.



Commander T.J. Grady, originally from Doylestown, PA, is a 1996 graduate of the United States Naval Academy where he earned a Bachelor of Science degree in Economics. Following graduation, he entered flight training and earned his Wings of Gold in December 1998.

Following P-3C Fleet Replacement Squadron training at VP-30 in 1999, his first tour was with VP-47 in Kaneohe Bay, Hawaii. During this tour, he completed two deployments to 5th Fleet and 7th Fleet along with multiple detachments in support of Operation ENDURING FREEDOM. His duties included serving as a Mission Commander, 110 Branch Officer and Pilot Training Officer. In December 2002, Commander Grady joined VP-30 as an FRS P-3 Instructor Pilot. His ground jobs included Weapons and Tactics Fleet Introduction Pilot, Operations Schedules Pilot, Instructor Under Training / Standardization Pilot, Formation Flight Instructor and lead Fleet IUT Pilot.

In August 2005, he received orders to USS *George Washington* (CVN-73) homeported in Norfolk, VA. During Flight Ops, his primary job was as Catapult and Arresting Gear Officer or “Shooter.” During his tour, he also served as Waist Catapult Branch Officer, V-5 Division Officer, and V-2 Division Officer. In February 2008, he joined the “Wizards” of Special Projects Patrol Squadron TWO (VPU-2) for his department head tour. He amassed over 970 combat flight hours in support of various detachments throughout the world. His duties included Maintenance Officer, Senior Pilot and Detachment OIC. In February 2010, he graduated with a Masters of Arts in National Security through American Military University.

In July 2010, CDR Grady was selected to serve as the Deputy Executive Assistant to the Commander, Pacific Fleet, Pearl Harbor, HI. His duties included managing all aspects of the Pacific Fleet Commander’s schedule.

The following July, CDR Grady reported to the Naval War College in Newport, RI where he received another Masters of Arts degree, this time in National Security and Strategic Studies.

“The relationship and support of the Patron Four Five Association directly contributes to the mission readiness of the “World Famous” Pelicans of VP-45. Honoring and remembering those who have served as Pelican’s reminds us that we must always be ready when called upon.” CDR Grady

In May 2013, CDR Grady assumed the duties of Executive Officer, VP-45 and flied up to CO this past May.

Commander Grady’s personal awards include the Meritorious Service Medal, Air Medal (3rd Strike/Flight), Joint Service Achievement Medal, Navy and Marine Corps Commendation Medal (3), Navy and Marine Corps Achievement Medal (2), and various campaign, service, and unit awards.

He is married to the former Christine Weidman of Chalfont, PA. They have two children, Lindsey and Gavin.

# NAVY TRIVIA

## Flogging in the United States Navy

by: Bill Hobgood

“Back in the day,” as our kids now say, some broods of children were kept in line with a strap, paddle, switch or some other implement that was employed as a pain delivery system. Pain was the consequence of misbehavior. My father was one of those who believed in this system. His pain delivery system was the leather belt that did double duty by also holding up his pants. I recall so wishing that he had used suspenders.

He used to tell me that there were two reasons for a whipping...punishment and deterrence. Considering how many whippings I clearly remember, I’m not sure the deterrence factor was that effective.

The U.S. Navy in the 18th and 19th centuries also believed in pain as a punishment. The delivery system used was typically the “cat-o-nine-tails.” The punishment was called flogging. Deterrence was also a factor in



this system of pain delivery and records indicate that, unlike my Dad’s belt, the cat-o-nine-tails was a quite effective deterrent

Our Navy inherited flogging from the

British. Britain’s Royal Navy was notorious for its harsh discipline and for good reason. Since a good many sailors in the 17th, 18th and early 19th centuries were pressed into service, there was much resentment in the lower decks. A firm hand was often needed to keep the crews in line...the young American Navy was no different. Its defenders considered flogging swift and effective, while, in contrast to confinement, it quickly returned a sailor to duty. The majority of naval officers, and probably most enlisted as well, believed that flog-

ging was the only practical means of enforcing discipline on board ship.

The cat-o-nine-tails, which consisted of nine waxed cords of thin rope with a knot on the end of each strand, was the implement of choice. The “cat” typically bit into the back of the victim tearing the flesh and causing considerable bleeding. Afterwards, the accused was taken below to the sick bay to have salt rubbed into the wounds – a painful practice done mostly to prevent infection.



“Cat-O-Nine-Tails”

Flogging was favored by captains specifically because it was so feared. And in a navy, constantly short of manpower, it didn’t cause lasting damage allowing the condemned to continue to work at their trade.

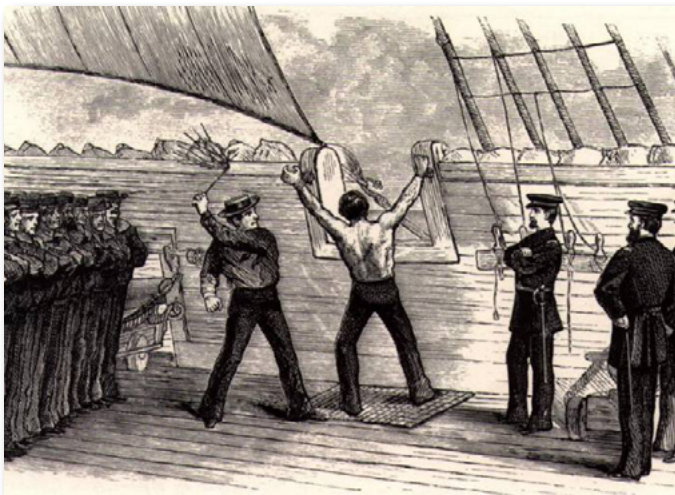
In 1839, William McNally, a former sailor published a work on “Evil Island Abuses in the Naval and Merchant Service” in which he argued that sailors were treated worse than slaves. He cited instances where more than the legal number of lashes (12) were inflicted in floggings. He also argued that flogging kept American men from joining the Navy. This, in turn, led to a shortage of manpower which led the Navy to resort to using foreign-born sailors.

Reformers said that if American citizens were decently treated, they would be more likely to serve in the Navy. Such reformers also argued that the Navy’s daily issue of grog, or whiskey mixed with water, was the source of many of the disciplinary problems. Therefore if the grog ration was abolished there would be less need for flogging.

But what ultimately led to the demise of flogging as a shipboard punishment was the publication of two novels: Henry Dana’s “Two Years Before the Mast” (1840)

and Herman Melville's "White-Jacket, or The World in a Man-of-War" (1850). Both authors described in great detail the terrible, bloody brutality of flogging but only Melville (of "Moby Dick" fame) called for its abolishment. Reading these novels, the general public became more aware of the awful punishment and let their representatives know how they felt.

On September 28, 1850 Congress abolished flogging in the Navy but failed to outlaw all forms of corporal punishment. Naval officers searched for alternative forms of punishment for malefactors, including tattooing, branding, wearing signs of disgrace, confinement in sweatboxes, lashing with thumbs behind the back, tricing up by the wrists, continuous dousing with sea water, straight jackets, and confinement in irons on bread and water. Officers objected to long confinement as a punishment because it removed the sailor from the work force and increased the workload of the innocent.



*Flogging in the Navy was abolished in 1850*

In 1855 Congress provided a new system of discipline based on rewards and punishments. Congress established the summary court-martial for minor offences and prescribed a set of punishments, including bad-conduct discharge, solitary confinement in irons for up to thirty days, confinement for up to two months, reduction in rating, deprivation of liberty, extra police duties and loss of pay. For well-behaved sailors, Congress established honorable discharges, reenlistment bounties, and leaves of absences.

The new system of rewards, by encouraging well-behaved sailors to stay in the Navy, or to reenlist, were the foundations of a career enlisted service.

## CMC RETIREMENT

Master Chief Tom Ayers, Command Master Chief of Patrol Squadron Forty-Five, retired on August 1st, 2014 at the All Saints Chapel at Naval Air Station, Jacksonville Florida. Association President Doug Mitchell, pictured below, presented him a wooden Pelican at the ceremony as a token of our appreciation for working with us during the planning of the 2012 Reunion, the 2013 Heritage Dinner, and the 2014 Reunion.



Master Chief Ayers joined the Navy in 1986 and accumulated nearly 5,000 Flight Hours as a Naval Aircrewman and Mission Supervisor on EA-3B, EP3-E and ES-3A Aircraft. See the March 2014 Newsletter "At The Top" section for his biography: <http://www.vp45association.org/newsletters/NL-51.pdf>



*CMC Ayers (far right) with Skipper and Family*

On behalf of the Patron Four Five Association, we want to wish Master Chief Ayers, his wife Kimberly and sons Avery and Jacob Fair Winds and Following Seas as they retire to San Antonio, Texas. I reminded him that "Once a Pelican always a Pelican" and we wanted to see him and Kimberly join us at a Reunion in the future!

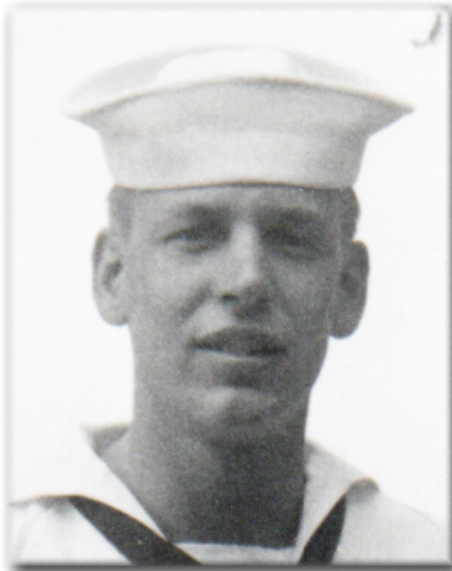




## ASSOCIATION MEMBER IN THE SPOTLIGHT

### Jay Thomas

If you've been around this Association for any amount of time, you can't help but know who Jay Thomas is. In fact, it was on 10 September 1988 that the idea of a VP-45 Association was brought to the attention of some former Pelicans in a letter they received from Jay. Of the twenty-five letters he sent, he received responses from fourteen ... all positive!



*Airman Thomas 1958*

By June 1989 Jay's letters had progressed from handwritten to typed, with the first real newsletter published that month. Together with Mort Eckhouse, they expanded their database of shipmates, ponied up their resources, and organized the first Pelican Reunion in Pensacola 26-28 October 1990. That first Reunion saw 164 former Pelicans in attendance and the start of the Pelican traditional donation to the Naval Aviation Museum Foundation.



*Jay Thomas 1990*

The second of four children, Jay Edwin Thomas was born 29 June 1938 in Wichita, KS to Glen and Alberta Thomas. Jay's father was an electrician for the Kansas Gas and Electric and his mother a Registered Nurse. He spent his formative years growing up in Wichita, graduating from Wichita North High School in 1956.

Jay entered the Navy that September when he reported to boot camp at Naval Station Great Lakes. Following graduation that November, he reported immediately to Corpus Christi, TX where, for the next eight months, he underwent training with the Overhaul and Repair (O&R) Flight Test Group. After a five week stint at NAS Norman, OK for Aviation Fundamental School (P School) he reported to AT School at NAS Memphis, TN. Jay recalls that he became an AT because he had been told if he did so he'd be able to spend his days sitting in an air-conditioned space drinking coffee.



*Jay in 1959 at PortWing Hatch of LN-8*



*Radio Operator Thomas, Crew 8*

He never liked coffee but he'd never lived in an air-conditioned home, so he took the advice.

He joined the Pelicans of VP-45 in March 1958 flying the P5M-1. Having completed a compressed curriculum at the Fleet Radio Operator School in Norfolk (eight vice the normal twelve weeks), he was assigned to

Crew 8 and LN-8 as a crew radio operator in August 1958. Jay clearly remembers that it was within a day or so of his assignment to LN-8 that Crew 1 under the Commanding Officer, CDR S.A. Thomas, ditched north of Bermuda. The entire crew survived and were picked up by a passing Norwegian freighter which took the "boat" in tow. Jay remained with Crew-8 until his departure from the service in August 1960.

During his time with the Pelicans, he and his crew received engraved Omega wristwatches for achieving a record four consecutive months as Crew of the Month.

Immediately after leaving the Navy, Jay enrolled at Wichita State University where he majored in Industrial Education. That same month, he met his

**Jay recalls that he became an AT because he had been told if he did so he'd be able to spend his days sitting in an air-conditioned space drinking coffee.**

wife-to-be, Shirley, who was working at the Federal Bankruptcy Court. They were married a year later and have two daughters, Kimberly and Dawn.

His love of aviation stayed with him and, for the next nine years following graduation, he worked for both Boeing and Learjet. For his seven years at Boeing he worked in Tool Design Engineering on a number of interesting aircraft projects including the B-52G wing and CH-47 empennage modifications, as well as two new aircraft, the 737 and 747 airliners. He even had the opportunity to work on the main body for the Saturn V rocket booster. In 1968, following a lay-off at Boeing, Jay went to work



*Learjet 24*

full-time at Learjet where he was a Production Liaison Engineer supporting the work done on Learjet models 24 and 25.

In 1968, Bill Lear, owner of Learjet, sold the company to Charlie Gates of Gates Rubber Company forming Gates Learjet. With the reorganization that normally follows such actions, Jay was caught up in a lay-off in the summer of 1970.

The following January, Jay started teaching Industrial Education within the Goddard, KS school system. For the next five and a half school years, he taught machine shop, woodworking, and auto mechanics at Goddard High School.

In 1976 he went back to Gates Learjet to work on the Models 35 and 36. In 1990 Gates Learjet was acquired by Bombardier, a fast-growing aviation company having acquired Canadair four years previously. The first aircraft certification program under the new owner was for the Bombardier-415 SuperScooper (previously known as the Canadair CL-415). Although Jay wasn't working on the pro-

gram he met with the program manager to discuss flying boats. At the time, the Bombardier program manager for the SuperScooper was interested in expanding the type certificate to higher sea state



Jay and Shirley in 1990

conditions to accommodate open sea scoops. As Jay says, “This was well above my pay grade so I suggested he contact Dick Knott.” Jay had come in contact with Richard “Dick” Knott, author of *The American Flying Boat: An Illustrated History*, when he was invited to be the guest speaker at the very first Pelican Reunion. Although Jay retired from Bombardier in 2000, he remained on board as a part-time contract employee doing the same work he had done as a full-time employee for the next decade.

So how did Jay conceive of the idea of a VP-45 Association? In 1987, he and Shirley went to the Topeka, KS Air Show to see the MiG-21 perform. While they were there, Shirley noticed a gentleman wearing a ball cap that sported a flying boat. After some coaching from his wife, Jay got out of the car and chatted with the man. That one conversation changed everything and Jay joined the Mariner’s Association. After noticing several former Pelicans on the Association roster, he started writing letters encouraging shipmates to rekindle friendships at a biennial reunion. The rest, as they say, is history.



L. to R., Frank Agnew, Jay Thomas, George Creamer, 1st VP-45 reunion in Pensacola, 1990

## ODDS & ENDS

### Heads Up, Shoulders Back!

As mentioned in the last edition of the “Pelican Post” Newsletter, we have ordered about 100 high quality polo-style shirts. They will be embroidered (as shown in the concept photos below) with the Association “Majestic Pelican” logo. We will have both navy blue and white shirts in various sizes. We also ordered a very few “ladies’ cut” shirts.

We are not looking to make money on sales of these shirts at the upcoming reunion so the price will be very close to our cost of \$15.00



Although not yet ordered, we intend to also have ball caps with the embroidered logo available for purchase at the reunion. Price TBD.

## FROM THE WEBMASTER

By: Bill Hobgood

The VP-45 Association website is now pretty much on auto-pilot. I only make necessary changes and additions every now and then and, in case you might be interested, you can see the date of the most current change at the bottom of the Home Page. Click [HERE](#) for home page.



I don't have much to update with regard to the website for this edition of the Pelican Post Newsletter; but here are a few items:

1. **Cruise Books.** We are still looking for old annual or deployment cruise books to add to the website's Archives section. So if you have one buried somewhere (that you can get to), please consider mailing it to us. We will scan it and return it to you.
2. **Photo Albums.** I have received a ton of new photos to add to the Photo section. Most of these are from the mid-fifties (thank you Art Pearson & buddies) and more current pictures from the past five years or so. Building an album for the website is a challenging chore but I will find time in the foreseeable future to take down the current photo galleries and update them with recently obtained images.
3. **Old Association Newsletters.** Thanks to Ray Butler and George Dragos we now have every single newsletter....all the way back to the initial planning letters from 1988. Each has been scanned, converted to PDF and uploaded to the website. Click [HERE](#) to go there.

## SECRETARY'S PODIUM

By: Jack Keane

After the mailing of the March newsletter, I received return mailings from the below members. If you have any information as to their location please ask them to contact me or send me their contact information.

Member Name	Last Known Location
Kendall S. Ickes	Fort Worth, TX
Mrs. Peggy McDade	West Palm Beach, FL
Mrs. Barbara Musick	Pahrump, NV
Mrs. Billie O'Bryan	Altha, FL

In this issue's Recommended Reading section, we highlight two books on the Aleutian campaign of World War II in honor of our PBY members. If you have any recommendations for this section, please let me know and we will include them in future editions of the "Pelican Post."

Also, if you are a member and behind in your membership dues, please renew! Remember, you must be current in your dues to continue receiving the "Pelican Post" and Roster. You can pay online via our website (see below for rates and other info) or send in the last page of this Newsletter with your check. If you are 80 years of age or older, and have been a member in good standing for the past few years, you automatically qualify for lifetime membership. Just let one of the Association officers know and we'll make the necessary corrections to the roster.



And finally, we're always looking to expand our membership base. If you are in touch with current or former squadron mates who are not members, encourage them to join and attend the next reunion. They can visit our website membership section ([HERE](#)) where they can join online via PayPal, or print out an application and mail to our new Treasurer.

# A SEA STORY

## A Selection From Our Website “Sea Story” Page

Author Unknown

### “Genesis of The Red Dart”

From beginning to end, the Red Dart Era seems to have covered the period 1960 to mid-1969, although the Red Dart painted on the aircraft had different meanings and appearances during that time.



In 1960 the first Red Dart appeared on 1 Boat. Dick Knott says that, to his best recollection, a First Class Ordnanceman on the crew named Ken Simpson liked the insignia of the Chrysler Automobile Corporation so much that he thought a variation of it would look good on the squadron aircraft, more particularly the Skipper's. (Ken Simpson is believed to have retired as LCDR (EDO) and his whereabouts are unknown.)



*The First Red Dart (P-5M)*

He painted the forward pointing Red Dart under the cockpit on the white portion of the nose section for all to see. It looked elegant there and everyone thought it added a proper touch to the squadron's aircraft, so it wasn't long before all squadron aircraft

sported the added insignia. Don Florko, who was also a member of the Skipper's crew, remembers essentially the same story, and adds that the insignia was painted on the airplane before telling CDR Durham about it, and that the design had no particular significance other than to instill a uniqueness and special recognition to the squadron aircraft. The Red Darters became PATRON FOUR FIVE's nickname as the dart became more recognized as belonging to VP-45.



*The Second Red Dart (P-3A)*

The Red Dart was carried over to the P-3 when the squadron transitioned at NAS Jacksonville in 1964. It remained on the aircraft, essentially unchanged until the squadron deployed to Sangley and U-Tapao to fly Market Time Ops under the command of CDR W. H. Saunders III in December 1968.

Bill Saunders kindly took care of writing the history of the Red Dart redesign and of submission to OPNAV for us. "... Shortly after we deployed, we had a squadron contest to design a new patch to reflect our mission and aircraft. One of our First Class Metalsmiths from Airframes came up with the design that (appears) on the front of the West Pac Cruise Book. A committee selected his design and he was awarded a \$75 Bond.

"We proceeded with the necessary paperwork to get the new patch approved, which meant a very slow procedure through all operational and administrative commands. Over a several month period, we got back enthusiastic and positive approval endorsements from everyone including

FAW-11, WingsLant, AirLant, ComASWForLant and CinCLant. After CinCLant's approval, the only one left was CNO, or OpNav, so we went ahead and bought patches and plaques in Japan and everyone in the squadron put on the new patches. About 90% were enthusiastic supporters of the new design but 10% (mostly old boat squadron people) hated to see the Pelican go.



*The Third Red Dart (P-3C)*

“The design, incidentally, reflected Red Darters’ ASW around the world by the Red Dart starting in JAX and circling the Globe; the Orion constellation reflected the P-3 Orion, and we requested approval to return to JAX from deployment via a continued eastward flight to JAX. (This was disapproved because of the problems with stopover and refueling spots on the way.)

About 10 days prior to the end of the deployment, I received a letter from OpNav which I assumed was our final official approval. Upon reading the letter, which was from the Heraldry Section of Op 05 and signed by a GS-15 Heraldry Expert civilian, I learned that he decided the Red Dart Around The World was too reminiscent of orbital flight and not appropriate for an ASW squadron, and therefore disapproved the patch!!

“After some research, I learned that this civilian ran, and had run, the heraldry section for a long

time and was given free rein by the military sections of OPNAV to be the “go-no-go” guy on all patch designs.

“I was so mad. I tore the letter up and didn't say a thing to anyone until just before I completed my tour as C.O. The incoming new XO, Steve McArdle, bought my house and I told him what had happened. Meanwhile, Fleet Air Wing ELEVEN in JAX, WingsLant in Brunswick and COMASWFORLANT in Norfolk (as well as Lockheed) all displayed the new plaque, in their ASW Pubs.

“I understand Steve McArdle wrote CNO during his tour and asked what the officially recognized patch for VP45 was, and of course the Pelican surfaced again. For about two years of VP-45 history, the Red Darters Around The World was in use!”

“So goes the tale...”

Editor's Note: The Red Dart remained on the squadron aircraft through the transition to P-3C's in 1972 and at least through 1985. Perhaps introduction of low IR gray paint schemes caused the deletion of the Red Dart. If anyone can provide any additional info on this let us know via an email letter to the Editor.



*“The Patch” OPNAV Didn't Like!*

# COMMUNITY NEWS

## RDML Carter's P-8 Update



RDML Carter

In his recent letter to the Maritime Patrol and Reconnaissance Force (MPRF), RDML Matt Carter stated that the introduction of the P-8A Poseidon was going according to plan. VP-16 has completed the Poseidon's first WESTPAC deployment and VP-5 is on-station. The Pelicans of VP-45 have completed P-8A transition and will in turn relieve VP-5.

With 13 fleet jets delivered to date, the community entered a training pause for the fourth transition squadron, VP-8, until the next lot of P-8s began to arrive in June. Ultimately, the transition from P-3C to P-8A is a function of aircraft buy rate and delivery schedules. The community will manage the force closely to ensure that a combination of P-8A, P-3C, and EP-3 aircraft continue to meet the forward commander's needs until the nation has an all P-8A force by the end of this decade.

RDML Carter stated, "As we progress toward that end state, it is important to remember that P-8A is by design an evolutionary acquisition program that will continue to improve its sensors and increase capabilities through planned incremental upgrades.

Some of these upgrades will include the migration of key VQ capabilities to both P-8A and the MQ-4C Triton Unmanned Aircraft System (UAS) as the EP-3 is eventually retired. A priority during this transition is to ensure that we capture the right skill sets to properly man the new platforms that comprise our MPRF Family of Systems and that our people are afforded viable and relevant career opportunities."



*The new P-8 Poseidon is Becoming a Familiar Sight in the Skys over Jacksonville, Florida.*

## Triton Update

The MPRF will man the Triton unmanned aircraft system (UAS) primarily from within its own lifelines. A portion of experienced VP P-8A operators – pilots, naval flight officers, and aviation warfare operators - will be assigned to an operational Unmanned Patrol Squadron (VUP) beginning with their first shore



MQ-4C Triton

tour. These aircrews will fly Triton every day augmenting deployed P-8s and providing persistent intelligence, surveillance and reconnaissance (ISR) to forward commanders from Mission Control Stations based first in Jacksonville, FL (VUP-19) and even-



*MQ-4C Triton Broad Area Maritime Surveillance (BAMS) UAS*

tually Whidbey Island, WA (VUP-11). Officers will continue to follow a due course aviation career path and eventually compete for sea duty Department Head positions within either VP or VUP squadrons. As has always been the case, from this cadre of high performing officers the Navy will select the best and fully qualified as our future squadron COs.

A ground breaking ceremony was held 11 February 2014 aboard NAS JAX for the \$16 million 31K sq.ft. MQ-4C Triton Mission Control Center. The Triton Mission Control Center project includes a two-story structure with two electromagnetic, interference-shielded mission control systems, a tactical operations center and numerous roof top antennas and antenna infrastructure at the NAS south antennas site. Located at the northwest corner of Saratoga Avenue and Jason Street, the MQ-4C Triton UAS Mission Control Center will fall under control of Commander, Patrol and Reconnaissance Wing 11.

## Whidbey Island to get Six P-8A Squadrons

The Navy announced it will be basing six P-8A Poseidon squadrons at Whidbey Island Naval Air Station at the close of a Supplemental Environmental Impact Statement (SEIS) in June 2014. "This move highlights the strategic importance of NAS Whidbey Island and we look forward to the arrival of the first P-8 squadron beginning in 2016," said Capt. Mike Nortier, commanding officer for NAS Whidbey.

The Navy said in a prepared statement that it weighed two alternatives during the SEIS process and chose the option to base six fleet squadrons at NAS Whidbey and six fleet squadrons, plus the replacement squadron at Jacksonville Naval Air Station in Florida. The choice also calls for a permanent rotating

squadron detachment at Hawaii Marine Corps Base and periodic squadron detachments to Coronado Naval Base in California.

## P-8 Poseidon T-1 Has Completed Its FCF with the Airworthiness Pod

In late April, the P-8A test platform, T-1, completed its first Functional Check Flight (FCF) at Boeing Field in Seattle, where P-8 testing continues to take place. The below photo shows the huge pontoon-like



*P-8 Configured with AAS Pod*



pod carried on the Poseidon's forward centerline, a replacement for the Littoral Surveillance Radar System (LSRS), known as the Advanced Airborne Sensor (AAS).



*Closer Look at the AAS Pod*

Boeing was awarded a \$277 million contract from U.S. Naval Air Systems Command to support flight tests of the Raytheon AAS radar on the P-8A Poseidon in 2012. Work under the contract is due to be completed in August 2016. The goal is to demonstrate that the P-8 can be adapted to perform the same kind of wide-area ground surveillance as the aging E-8C Joint Stars system. The AAS radar, with a 40-ft.-long active, electronically scanned array (AESA) antenna, is a new version of the APS-149 LSRS, developed since the early 2000s under an

initially classified program and carried by modified P-3C Orions.

The Navy and Boeing have planned to fit the P-8A with an LSRS-based radar from the outset. This was the reason for the selection of the longer-bodied 737-800 as the basis for the P-8, the location of the weapon bay behind the wing, and the installation of two tandem hardpoints under the forward fuselage. The AESA is mounted on a trapeze that extends when it is in use, avoiding interference and multipath effects from the aircraft's skin.

The more advanced AAS seen in the recent pictures from Boeing field has to be sensitive and smart enough to detect and track moving targets on the shore and at sea at the same time, while also providing extremely high resolution synthetic aperture (SAR) and inverse synthetic aperture (ISAR) radar capabilities. In synthetic aperture modes, the AAS provides picture-like synthetic radar imagery of both inland and ocean areas at the same time, and would offer fine enough resolution that targets could be further investigated and classified without relying on optical sensors.



*P-3 and P-8 Aircraft Operate at NAS Jacksonville*

# ALUMNI EVENTS

## Association Donates \$2500.00 to National Flight Academy

VP-45 Association Members, who are also Alumni of the squadron, voted during the October of 2012 Business Meeting in Mobile, to donate two \$1250 Scholarships' spread over a two year period to the National Flight Academy, a subsidiary of the Naval Aviation Museum Foundation in Pensacola, Florida.



Pictured above, Mort Eckhouse presents our second check to the President and CEO of the Flight Academy, LtGen Duane Thiessen, USMC (Ret) on April 29, 2014.

The National Flight Academy is a six-day program designed to address the serious concerns of declining Science, Technology, Engineering, and Math (STEM) skills and standards in our country. The Academy's mission is to inspire students who subsequently return to their parent schools and seek out the more challenging courses in STEM.

The National Flight Academy accepts applications continually during the year for deserving students to attend the 6-day AMBITION program, and grants one scholarship per child per year if selected. The

scholarship is available to all incoming 7th-12th grade students (students cannot be graduated from High School) and covers the cost of tuition only which includes lodging, activities and meals. All of the information concerning the Flight Academy Program can be found at: <http://www.national-flightacademy.com>

Applications (including Rules, Requirements and Processes) can be submitted digitally at: <http://www.nationalflightacademy.com/documents/AprilAmbitionBoostApplicationDigitalFinal.pdf>; or printed: via the same site

## P.J. Imhof III Wins Scholarship!

Congratulations to Patrick J. Imhof III, pictured on the next page with a very proud Grandpa PJ sitting on the bench (that was donated by our Association) outside the National Flight Academy. Patrick completed the prestigious National Flight Academy Course the week of 27 July 2014. And the funniest part of this story is that neither PJ's Son, Patrick J. Imhof Jr. nor his Grandson told him he was even applying

for the Flight Academy Training! They wanted to surprise him IF Patrick was fortunate enough to receive a Scholarship...and he did!

Patrick was selected to attend the course by the National Flight Academy Professors after submitting a comprehensive application and writing a 300 word essay for each of the following questions:

- Explain how you believe Science, Technology, Engineering or Mathematics will play a role in our future.
- Describe a time in your life when you have experienced or demonstrated determination and how that enabled you to achieve your goal, even when the situation felt impossible.
- Describe what being a leader means to you

and share an example of leadership you have experienced or witnessed.

The 5 1/2 day curriculum included aerodynamics,



*Future Aviator with Proud Grandpa!*

propulsion, navigation, aviation physiology and meteorology. He also enjoyed a fully immersive gaming environment and participated in exciting missions. Each mission was aligned to the National Common Core Standards for Math and Science.



*Scholarship Winner P.J. Imhof III with His Father (left) and Grandfather (right)*

An additional area of focus included emphasis on core values, leadership development, peer teaming/cooperative learning, effective communication and public speaking.

Patrick is 12 years old and will be starting the seventh grade this fall at Workman Middle School in Pensacola, Florida. His hobbies include running long distance, building and studying architecture, engineering and construction with Lego's, and playing violin. Patrick came in 1st Place for his age group in the Pensacola Double Bridge Run 5K run in Pensacola. Congratulations Patrick J. Imhof III and we wish you all the best in your future endeavors!

### **Another Pelican Alumnus Makes History**

Jack Keane, an 80's era VP-45 Alumnus, recently received a rather significant award....significant enough that our members need to know about it!

Of course, this is the same Jack who is our Association Secretary and Editor-in-Chief of this Newsletter.

Jack is Branch Supervisor of the Precision Engagement Systems Branch in the Force Projection Sector of [John Hopkins University's Applied Physics Lab](#) (APL). In this position, Jack and his team of 200 engineers and analysts conduct performance trades, on various military weapons systems (like the F-35 Joint Strike Fighter, P-8 Poseidon, MQ-4C Triton, and advanced weapons) and design cutting-edge systems to support advanced military weapons and platforms as well as tactics to support ongoing real-world operations. In fact, Jack led the APL team in determining the requirements for the P-8, as well as the MQ-4C Triton Unmanned Air System, and follow-on aircraft to the EP-3 Aries. He has participated in several Defense Science Board Task Forces dealing with intelligence support to the global war on terror and to counter-insurgency operations.



*Jack (in the middle) is presented the Vance Wanner Memorial Award by Dr. Steve Riese (MORS President) on left and Mr Touggy Orgeron who was the Awards Committee Chair*

In addition to all that, Jack has, since 1991, been a member of the [Military Operations Research Society](#) (MORS). This non-profit, all volunteer group, fosters the sharing of knowledge within the national security analysis community.

Jack was recently selected by the MORS leadership to receive the organization's prestigious Vance Wanner Memorial Award. The award — the Society's highest honor — is given each year to a research professional who has enhanced military operations research, consistently dedicated service to the profession, excelled as a leader in the field, and extended his or her knowledge to others in the profession.

A retired Naval Officer, Jack was introduced to MORS in 1991 when he was selected to attend the Naval Postgraduate School's Masters program in operations research. That program changed the course of his career, eventually leading him not only to a long time affiliation with MORS, but also to APL.

Jack himself is a past president of the Society, as well as a MORS Fellow — an honor he received in

2010. He said he was “speechless” when he heard he was to receive the Wanner award. He is now in august company with some pretty impressive past winners of this award. The first two recipients of this award, [Philip Morse and Bernard Koopman], were the fathers of American military operations research, who were instrumental in helping the U.S. overcome U-boat threats in World War II — and who really brought operations research to the forefront. Said Jack: “To be in that company is incredibly moving.”

“MORS is a better professional Society for having Jack as a member and leader,” agreed Roy Rice, Chief Engineer at Teledyne Brown Engineering in Huntsville, Ala., who is the 2006 recipient of the Wanner award, and also a MORS Fellow and past president. “Jack has provided skilled application of the tools of our profession at the tactical level, as well as leadership at the strategic level. His insights, guidance, and advice are sought by members and Society leadership alike.”

Congratulations to Jack Keane....one of our own of whom we are quite proud.



# SQUADRON NEWS

## Pelicans in Hawaii for RIMPAC 2014

By: LT Alec Verone, VP-45 Public Affairs



*VP-45 P-8 Aircraft Arrives in Hawaii for RIMPAC Naval Exercises*

VP-45 Combat Aircrews 2 and 4, along with maintenance personnel, arrived at Marine Corps Air Station Kaneohe Bay, Hawaii to participate in the Rim of the Pacific (RIMPAC) exercise. Twenty-two nations, 49 ships and six submarines, more than 200 aircraft and 25,000 personnel are participating in RIMPAC from June 26 to August 1, in and around the Hawaiian Islands and Southern California. The world's largest international maritime exercise, RIMPAC provides a unique training opportunity that helps participants foster and sustain the cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's oceans. RIMPAC 2014 is the 24th exercise in the series that began in 1971. The Pelican team flew a P-8A Poseidon, the Navy's newest maritime patrol and reconnaissance aircraft, to participate in the exercise.

“RIMPAC 2014 is a great opportunity for the inter-

national fleet to work with a P-8A on-station during tactical missions,” said Lt. Cmdr. Carl White, officer in charge of the VP-45 detachment. He added that

dissimilar air, sea and land assets will be able to familiarize themselves with the Poseidon's numerous new capabilities during multiple sorties.

The Pelicans participated in 14 events – including the unique opportunity to live-fire an AGM-84D Harpoon missile in a Coordinated Time-On-Top event with a Japanese Maritime Self-Defense Force (JMSDF) P-3C Orion. Pacific Ocean Footage from the SINKEX of ex-USS *Tuscaloosa* (LST 1187) can be seen at the DVIDS website. Click [HERE](#) for that video.



*U.S. Navy Adm. Harry Harris Jr., foreground, CINCPACFLT and former P-3 TACCO, observes VP-45 P-8A flight deck operations during a RIMPAC intelligence, surveillance and reconnaissance flight, July 21, 2014.*

*(U.S. Navy photo/Released)*



VP-45 "Pelicans" stand with Japanese Maritime Self-Defense Force (JMSDF) P-3C Orion aircrewmembers after a RIMPAC 2014 mission briefing. (From left) Lt. Cmdr. Carl White, Lt. Donnell Exum, Lt. Justin Rogers and Lt. John Leeds.

### VP-45 Update: Full plate of Training, Exercises

By: Clark Pierce, Editor, Jax Air News

Since assuming command of the VP-45 "Pelicans" May 15, Cmdr. T.J. Grady has kept a steady hand on the squadron's helm as they start the fourth month of their Inter-Deployment Readiness Cycle (IDRC) in preparation for the squadron's first P-8A Poseidon deployment to 7th Fleet in early 2015.

"We're fully engaged with the P-8," said Grady in an interview with Jax Air News in Hangar 511 on June 3. "We're now operating independently of our colleagues at the VP-30 schoolhouse. Now, each month gets busier under our IDRC that's designed to optimize the Pelicans' training, manning, maintenance and operational readiness. In less than two weeks, we will qualify our seventh combat aircrew (CAC)."

VP-45 is scheduled to participate in the annual joint exercise Baltic Operations (BALTOPS) 2014, set for June 6 - 21, in the Baltic Sea Area of Responsibility (AOR). BALTOPS will include 1,300 U.S. service members, along with forces from Denmark, Estonia, Finland, France, Georgia, Germany, Latvia, Lithuania, the Netherlands, Poland, Sweden and the United Kingdom.

Grady said VP-45 is also scheduled to send a one-plane detachment to participate in the biennial Rim of the Pacific (RIMPAC) exercise scheduled June 26 - Aug. 1, in and around the Hawaiian Islands. RIMPAC 2014 is the world's largest maritime exercise, consisting of 22 nations, 49 ships, six submarines and more

than 200 aircraft.

"During this almost six weeks exercise, VP-45 will rotate four CAC through our single P-8A Poseidon to take advantage of RIMPAC's real-world training scenarios," said Grady. "We're working in conjunction with the Japanese Maritime Self-Defense Force (JMSDF) to plan a 'coordinated time on target' Harpoon missile shot against a surface target. Working with a JMSDF P-3 Orion aircraft, the Poseidon CAC will ensure the missiles arrive on target at the same time, in order to deliver the most damage." "This will be the first time the P-8A has been tasked to execute a coordinated time on target for multiple missiles – with one of them launched from an allied aircraft – against one target. To be ready, our CACs are rehearsing coordinated time-on-target scenarios in P-8A operational flight trainers coupled to weapons tactics trainers," explained Grady.



Lt. Justin Rogers, mission commander for the "Pelicans" of Patrol Squadron (VP) 45, explains to members of the Parliament of Australia how the P-8A Poseidon has been beneficial to the squadron's training during Rim of the Pacific (RIMPAC) Exercise 2014. The P-8A is slated to replace the AP-3C Orion in the Royal Australian Air Force. (U.S. Navy photo/Released)

In September, VP-45 is scheduled to take part in Valiant Shield 2014, a large-scale, blue-water exercise in the 7th Fleet AOR that promotes high-level joint training among U.S. military forces. The exercise focuses on interoperability among U.S. military forces that enables real-world proficiency in sustaining joint forces' abilities to detect, track and engage units at sea, in the air, on land and in cyberspace when responding to a range of mission areas.

Grady added that their Poseidon IDRC is going well.

“One thing our CACs really like is the extended reach of the P-8. We can fly faster and farther, so we arrive on station more quickly when called upon. Another advantage of Poseidon is flexible and effective



communications. In today’s dynamic world of battle group ops, it’s important to transmit real-time information to command decision makers without delay.” VP-45 Command Master Chief (CMDCM) Tom Ayers said, “Since we passed our Safe for Flight inspection in February, our P-8A maintainers and support staff continue to exceed their training and operational objectives.” “What I’m most proud of with our men and women is that they learn new stuff every day. When they see a discrepancy between proce-



VP-45 Commanding Officer Cmdr. T.J. Grady observes AO2 Chase Dellinger and AO2 Gil Mine as they install a wing rack and pylon onto a P-8A in Hangar 511 at NAS Jacksonville. The Poseidon features four wing pylons and two center line pylons for armament such as the Harpoon anti-ship missile, torpedoes and mines.

dures, they make sure it gets fixed and documented under our commitment to squadron safety.”

Another concern of VP-45’s leadership is to lend support for the transition of the VP-8 “Fighting Tigers” when they return from deployment and turn in their P-3Cs. “The goal here is to make sure VP-8 is better prepared for transition than we were,” said Grady. “Communications between CPRW-11, VP-30, VP-16, VP-5 and VP-45 is a two-way street. When a challenge arises in training or operations, we put it out there and listen to all the possible solutions from every player in the P-8 community.”

As the Pelicans continue their IDRC, working with the VP-45 Family Readiness Group (FRG) has been a pleasure for Grady. “They organized a great Easter event this past spring, and now, everybody’s looking forward to the FRG command picnic. I’ve also heard rumors about a not-to-be-missed ‘haunted hangar’ event in October, as well as a grilling event near Thanksgiving.”



As a P-3C Orion passes in the background, VP-45 plane captain AM3 Miguel Carrillo awaits the pilots’ signal to start engines on one of the squadron’s new P-8A Poseidons for a February training mission.

Ayers noted that, despite the Pelicans’ challenging training tempo, they are also dependable volunteers in the community – including Jacksonville’s Sulzbacher Center, K9s for Warriors, and an Adopt-A-Road monthly cleanup.

Grady concluded, “With less than 250 days until our first P-8A deployment – there’s always a full schedule of flight training and maintenance to be accomplished. It’s great to be part of the new P-8 community. It’s like we have a blank white board and are writing the future of how things will happen for our Sailors – whether it’s equipment, safety, maintenance procedures, or tactics.”

# TREASURER'S REPORT

## Fellow Officers and Association Members:

It is with mixed emotions that I formally announce that my tour as the VP-45 Association Treasurer is ending. I am very thankful that Association co-founder, Mort Eckhouse, and the previous Treasurer, Dave Johnson, gave me the notion, motivation and support to run for the Treasurer position so many years ago.

No one really advised me that I would meet so many wonderful people along the way. You have no idea how much contact I have had with both old and new friends. Email, snail mail and phones were typically how we stayed in contact. However, in addition, many face-to-face meetings were held - usually at the National Naval Air Museum, here in Pensacola and at our various Reunions.

My main mentor, as well as good friend, was/is Steve Riddle. Steve not only originated our fine website (before we had an official WebMaster Officer position) but he also held down the Secretary position for a good while and, as we all know, performed admirably.



"PJ" Imhof

A hearty "thank you" also goes to all the officers with whom I have served. The experience I gained while being associated with such fine individuals was very rewarding. Special "kudos" to Jack Keane, our current Secretary, for instituting quarterly Association Officer conference calls these past two years. Boy did that help with keeping us all abreast of our myriad of activities.

I truly hope that the new Treasurer you elect in October has as great a tour as I have experienced. Your support for him in his endeavor is welcome,

if not essential!

My hat is off to my wife, Eileen, for helping me with the computer stuff and checking my figures.

With a chuckle I want you to know that every Association member's last name is imbedded in my memory, but not necessarily their face!

Thanks all, for the recent calls, notes, etc. I have really appreciated them.

See you at the 2014 Reunion in Jax!!

P. J. Imhof  
Association Treasurer, 2004 - 2014

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT		
Checking Acct	1 January 2014	\$4,353.66
Income:		
Dues	\$3,314.90	
Donations	517.24	
<b>Total Income</b>	<b>\$3,832.14</b>	
Expenses:		
Printing	\$295.17	
Postage	127.40	
Misc Supplies	29.67	
Donations	1,250.00	
Corp. Fees	25.00	
<b>Total Expenses</b>	<b>\$1,727.24</b>	
Net Income		\$2,104.09
Checking Acct	30 June 2014	\$6,558.56
Money Market	30 June 2014	15,504.68
<b>Total Capital</b>		<b>\$21,963.24</b>



# MAILBAG

**Editor's Note:** The past six months have brought a lot of "Hey Jack!" emails and I want to thank you for all of them. We are definitely adding to our collection of memories as well as to our collection of pictures from our squadron's illustrious past. Again, e-mail is by far the easiest way to get a hold of us. Please send your letters to the MAILBAG directly to me by addressing them to this e-mail address: [jack.keane@verizon.net](mailto:jack.keane@verizon.net).

**Thanks!**

**Jack Keane**  
Association Secretary

Hey Jack!

With regards to the Project CHURCHY article in the last newsletter, I spoke with George Dragos. He related that they had to change an engine while on the water. A piece of cowling fell into the drink. The water was crystal clear and they could see it on the bottom. He volunteered to dive down and get it but it was too heavy for him to lift, so he came up and got a line and a hook to lift it, and went back down. He said it was deeper than he thought and his ears popped coming back up and he couldn't hear. Examining the line, they figured the depth at about 50 feet! He went aboard *Currituck* and was evaluated with an ear fungus. He thought that not a good diagnosis and today has to wear two hearing aids.

He also said they preferred to live aboard the aircraft, so rigged up a sink with running water and enjoyed their berthing. It was very boring following the balloons - and some traveled a long way!

Chuck Caldwell  
Hey Jack!

For clarification or FYI. Crew 5 in my address was my crew while flying typhoons. Had a great crew & our crew patch proclaimed us 'Good Guys.' We never missed a commitment and never had to abort a mission; never lost an engine even ~ as long as I was on the crew. I'm proud of that.

I'm equally proud to have been a part of Crew 12 in VP-45, flying the PBM's from Coco Solo. We had great folks and great officers. (LT R.L. Hunt - LT Bob Mould - ENS DeButts - to name a few). Left when we had 4 P5M-1's and I was FE on EE 12 taking it to Norfolk to turn in along with another one. Those people then continued on to Baltimore to pick up 2 more P5's.

Hated to leave but my buddies were going aboard various ships and I had a chance to go to Memphis. A no brainer for a young single sailor.

George Dragos  
Hey Jack!



Joe Brown sent me the below e-mail ... PJ Imhof:  
"Don't think we ever met, but my buddy Harry (Mendelson) often speaks of you. (Harry and I live in the same building, in Aurora, Colorado). I was in the squadron for both Panama and the move to Bermuda, with a 1 or 2 year stay in Bermuda.

Yes, I have pics. Tons of pics. (Have attached one, the mention of the two planes lost from our squadrons.) Would be happy to share them with anybody who cares. Have your folks tell me what they're interested in. (I'll send them pics 'till they BEG me to



VP-45 Barracks 21 in Panama

dent – bbut we never did. I did get a quick look at him – going fast, in an open car—as the motorcade whizzed past my apartment, on Harbor Road. (Drank some beer with a couple of guys on the *Canberra*, they said they’d never got a look at the President either, and they were on the ship!)

Lots of memories.

Joe Brown

*Editor’s note – Joe, keep them coming!*

stop!)

Thanks for the note.

Joe Brown”

Hey Jack!

Hey Jack!

I look forward to the reunion in Jacksonville. Especially, however, I want you to know that this newsletter is simply outstanding in every way. I appreciate the volunteer spirit, and supreme competence, that turned out this wonderful communication.

Chuck Comeau (chairman of the ‘06 reunion in JAX)

*I received the below from Gale Davis. If anyone can assist him, please do so! Editor*

Hey Jack!

Back when the squadron was still in Panama, I played on the basketball and softball teams. I don’t know who would have access to the old uniforms or even if they still exist. I would though, love to have a set for memorabilia to go with the pics, etc. Any news you can come up with there? Also, looking at the store products, our hats were navy blue with the VP 45 letters stitched on in yellow.

Thanks for all you do, Gale B. Davis

Hey Jack!

Jack, attach is a copy of the original artist conception of the VPB-205 Logo. When I was stationed in the Pentagon in 1960 I did some research on the squadron, and discovered it was originally VPB-



Another pic. This one was shot from the hangar roof on March 23rd, 1957. It shows the west side of the squadron area, and ships at the dock. (Most of the planes in the pic would have been from VP-49, as that was their side of the base.) The larger of the ships at the dock is the USS *Canberra* (CA-70), that President Eisenhower used to travel to Bermuda for a face-to-face meeting with the British PM McMillan. (Have pics of the *Canberra*, up close.)

Me and my buddies hung around the *Canberra* as much as we could, hoping to get a look at the Presi-

205. Tucked down into a folder was a picture of the original logo with color description on the back. I sent this information, along with the original picture to the Association several years ago. I have seen some recreations of the VPB-205 logo in the past, but not the original. I don't know if it is still in your files or not. I hope it is.



*Original Concept Drawing for VP-205 Logo*

Anyway, I thought you might like to have this, in case the other copy has been misplaced.

Smooth flying, David Haynes

Hey Jack!

I am looking forward to coming to the reunion in October in JAX, especially to renew friendships, see the P-8 and to see what changes in aircrew duties and equipment have taken place since I left in 1965 (I was a Crew 6 TACCO and Navigator). I am writing to ask advice. I have photos (for example in Shemya: Shemya Sal, the Plug of Shemya and the Shemya-Seattle bridge), as well as descriptions of events in the squadron (for example, how we got P-3A engines to start in the cold at Thule, navigation in polar regions and an interesting dinner at the Argentinia Sportsmans Club.) I can submit these in installments or in one large document if you think that some readers of the "Pelican Post" might find them of interest. I was present in Argentinia when LN-9 was lost and I have a few memo-

ries of that event. There was also the deployment to Adak in 1965 and there are some memories of that as well. If you think there would be any interest in these or similar items please let me know and I will get to work.

All the best, John Whitney

PS: Then there my arrival in Bermuda in 1963 with a new wife and a surprise deployment to GITMO... (The JATO bottles on the sides of the P5M are responsible for the VA finally giving me hearing aids.) And speaking of the P5M, there was the VP-30 navigation training flight to Trinidad where I plotted the variation backwards -- I never did THAT again...

*Editor's note – See John's "Member's Memoir" article in this issue of the "Pelican Post." If anyone else would like to share their experiences as a Pelican, we'd love to publish them. Submit any other "stories" you have via the Sea Story section of the Website. Click [HERE](#) to go there.*

*We still get e-mails from our members expressing their thoughts on our new newsletter format (see below).*

Hey Jack!

I just received your email with the "Pelican Post" and the roster. I think it is great! I enjoy reading the "Pelican Post," but rarely ever go back to refer to old copies, and this gives me the information, without killing trees or stacking in a pile of unused old newsletters. While I have not yet made our reservations for the reunion, we are seriously considering it, along with some of our other commitments. The tours sound great and my wife and I appreciate all the work you do for us.

Gerry Grieser

Hey Jack!

This is a professional-level product. Great information and extremely well presented. Thank you to

all involved. I plan to attend the reunion. I haven't been to Jax since 1980.

Warren Tisdale

Hey Jack and Bill!

I have been in scores of organizations over my lifetime, including Maryland State Director for Gold Wing Road Riders, an international organization of Gold Wing motorcycle riders. The VP-45 newsletter is far and away the best newsletter of any that I have ever seen. Congratulations to you guys on doing such a terrific job.

Of course, setting this very high standard for others to emulate will make it very difficult to get a relief when you want to step away from this duty. However, until then, I will continue to enjoy the fruit of your labor.

Thanks for all you guys do for the Association.

Fred Haynes

Hey Jack!

I received the below from RADM Jake Tobin, USN (Ret.)

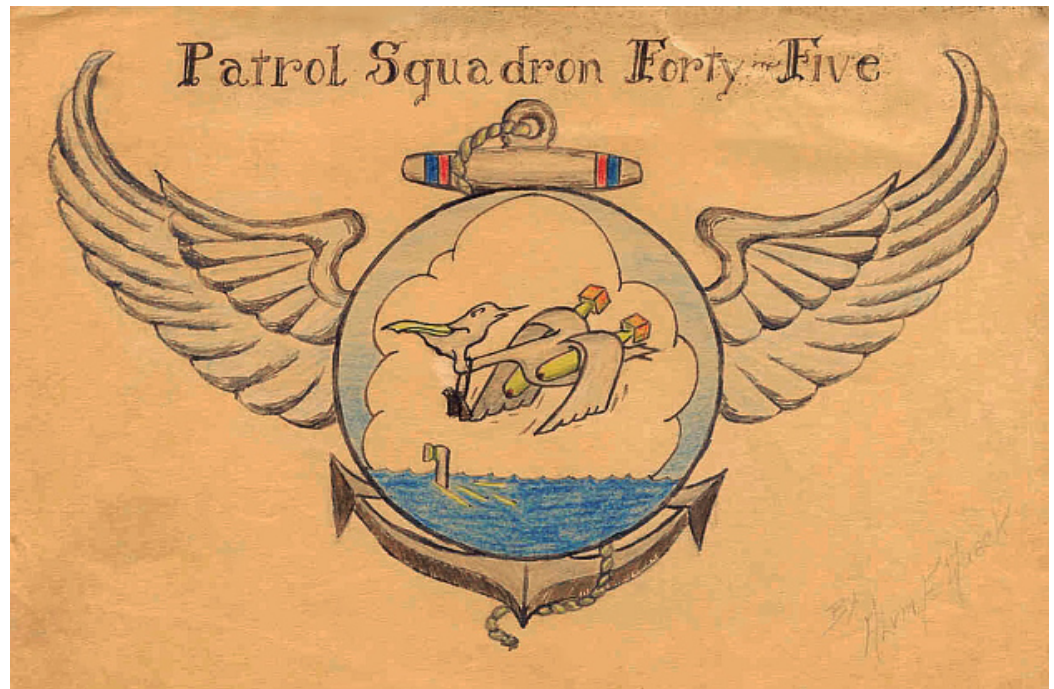
PJ

"PJ, Jake Tobin, ancient Pelican here. Just received the latest "Pelican Post." Very impressive!! However, I'm not sure where I stand on dues. Seems to me I signed up for life but want to be certain. Would you please check it out and let me know.

Thanks!

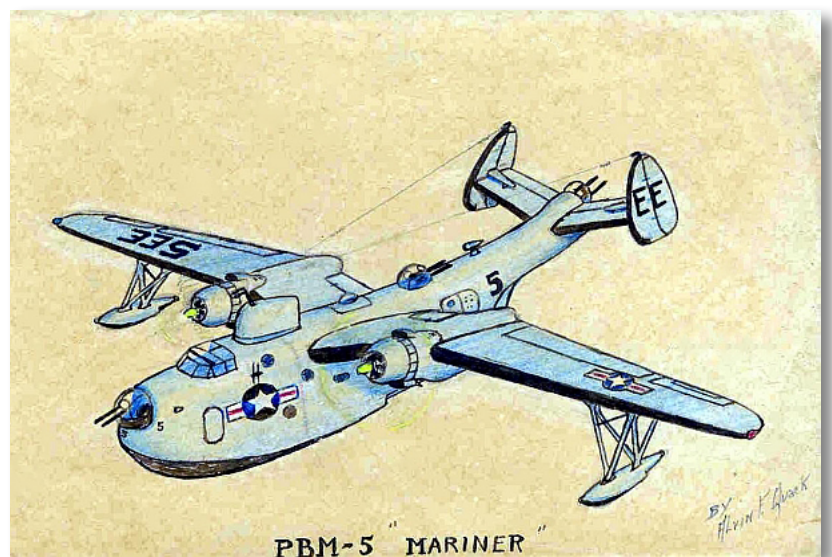
Jake Tobin"

*Editor's Note: Admiral, you are in great shape! You are, and have been, listed on our roster as a paid Life Member!! Thank You!*



*Ed: One of our newest members, Al Quack, sent Dick Gray this hand drawing of an interesting take on the VP-45 Pelican logo. This would have been done in the early 50's (see above).*

*Being quite the artist, Al also drew a picture of the VP-45 PBM-5 Mariner (see below).*



*For more information about the famous Al Quack, go to his website [HERE](#).*

*And from Jack McCourt, our "Poet Laureate", I received the following original poem:*

### **Dawn Patrol in the Med**

As dawn breaks early this autumn day  
The crew assembles down ASWOC way  
To get their brief on targets found  
In nearby waters where subs abound  
Patrolling seas where they hold sway.

A Victor II Intel folks say  
En route the Med where battle groups play  
We study well the AOP  
And familiarize current ROE  
It's sub hunting we'll perform today.

Three hours standard for preflight  
The pilots ensure the weather's right  
With systems checked by seasoned men  
Hydraulics, fuel and four engines  
Ensures the crew safety of flight.

The Mission Commander holds his brief  
Eight hours we'll search before our relief  
Continues the search for the elusive sub  
No guarantee of contact, there's the rub  
Set Condition 5, orders the chief.

Four turboprops send an eerie vibration  
We seek on-top time with anticipation  
And as our P3 rolls down the runway  
It's Orion's Game we will play  
We achieve rotation, proceed on-station.

Descend onsta, 1000 feet  
The TACCO launches buoy BT  
To confirm expected MDRs  
Will buoy placement be near or far?  
Direct Path tactics, 'cause no CZ.

Pattern deployed, we all now wait  
Acoustics will determine our fate  
Each man focused on his domain  
Sensor One now screams, "Contact gained"  
"Flight, proceed direct to channel 8".

Doppler-effect suggests CPA  
The TACCO updates his tactical display  
To select a barrier down the sub's known course  
We've confirmed the target by its sound source  
The hunter hunts its underwater prey.

The Navcom calls in our position  
With details of this prosecution  
To the ASWOC briefer still on duty  
As we descend to kick some booty  
TACCO enters a tracking solution.

At 200 feet, that's where we go  
Our purpose is both low and slow  
To guarantee the sub's location  
With MAD gear we have confirmation  
It's a pen-banger, so now we know.

We localized, and now we track  
"Flight, line up for a simulated attack"  
We'll have one chance, before she goes evasive  
On multiple buoys contact pervasive  
"Barrier CPAed, and that's a fact"

"Buoy away, feigned MK-46 splash  
The target begins a high speed dash  
Creates a knuckle, defensive ploy  
It launches its underwater decoys  
It goes deep and fast within a flash.

Our relief calls us on secure UHF  
"Can you update us with a sitrep?"  
As they descend to 5000 feet  
"Do you have contact, I repeat?"  
"And tell us the buoy's best depth."

We communicate with our colleagues  
After eight hours, sets in fatigue  
But we're ecstatic we came and played  
And enjoyed the success that we have made  
ASW remains a game of intrigue.

Jack McCourt



# A MEMBER'S MEMOIR

## VP-45 Detachment to Argentia and Thule, Summer 1964

by: John S. Whitney, Jr.

In 1964 the squadron sent four of our still new P-3A aircraft from NAS Jacksonville with four crews to Argentia for a two-month detachment. I was the Navigator and ASW Tactical Evaluator for our crew on LN-6; the aircraft commander was LCDR Jim Sherrouse. The detachment's main duties were to conduct anti-submarine and shipping surveillance over the North Atlantic.

One frequent patrol route was from Argentia to Lajes in the Azores for an RON and then back the next day. On one flight back, in response to SOSUS intelligence, we laid a screen of sonobuoys just to see if anything interesting was there. Our JEZ operator picked up an audio signature on the AQA-4 that matched that of a Russian nuclear sub. We attempted localization and, in that effort, dropped all the sonobuoys we had left in the aircraft along with a number of practice depth charges (PDCs) to see if the JULIE/ESM operator could hear any echoes. The objective at that time was to harass the contact until it surfaced so we could take photos. Unfortunately we were not able to pinpoint the sub's location, but it was a good exercise for the entire crew!

Another route was from Argentia to Keflavik, Iceland; again returning the next day. On one occasion, as we departed Keflavik, we flew over a volcanic disturbance in the ocean a few miles offshore. There we saw plumes of



*The Author, John Whitney, 1964 and 50 years later.*

steam and smoke boiling up from the sea floor -- it looked like a volcanic island was being created. In fact we were witnessing the birth of just that, the island of Surtsey -- it is still there and has been populated with flora and fauna, thanks to bird droppings. Here is a recent photo:



*Surtsey Island in 1964*

There was one amusing event I recall during our time in Argentia. The local Sportsman's Club meeting place was not far outside the Naval Station gate, and they



*Surtsey Island today.*

had put a notice on the BOQ bulletin board, inviting any of us who were interested to a supper and showing of "stag movies." Well, several of us thought this might be an interesting evening indeed, so we went. For \$7.50 you got an open bar, a fully-loaded buffet, including seven bushels of oysters specially flown in from Patuxent River, MD and all the beer you could drink. This was OUTSTANDING and after we had our fill they announced it was time for stag movies in the small auditorium, so we all trooped inside, thinking this was really going to be good. Well, they turned out the lights and started the projector going, and what did we see? Films of guys with guns hunting stags -- boy were we naive!

One of the more interesting missions on

this deployment was to Thule Air Force Base. Thule Air Base is the United States Department of Defense's northernmost installation (76 32' North and 68 50' West) located 750 miles north of the Arctic Circle, and 947 miles south of the North Pole on the northwest side of the island of Greenland. It is approximately 550 miles east of the North Magnetic Pole.

Thule is also 2000 miles straight North from Argentia at the Northern end of Baffin Bay. The Air Force used Military Sea Transportation Service (MSTS) ships to resupply Thule in the summer, which was the only time the ice in Baffin Bay was thin enough to steam through. The supply ship would follow a path made by a Coast Guard icebreaker. Our job was to take off from Thule and, using Coast Guard "Ice Observers" on board, rendezvous with the icebreaker in the middle of the ice pack; and flying low so these experts could take a look at the ice and then radio back to the icebreaker where the path of least resistance was likely to be. It was a big mystery how these guys could tell one kind of ice from another but they knew what to look for. We often encountered icebergs in Baffin Bay like this one at the bottom of this page.

When we first arrived at Thule (we ended up going there several times) we dropped off our gear at the local BOQ (a Quonset hut) and went to the O-club (also a Quonset hut.) It was Friday and when we walked into the bar we discovered that it was happy hour. Back in those days on Air Force bases, Happy Hour meant FREE drinks. So, being a visiting crew, we naively ordered doubles of everything. After an hour or so of this, we decided we had better have some food and had a marvelous scampi dinner in the dining room, complete with wine and all the trimmings. They even had a Danish girl singing



*Typical Iceberg in Baffin Bay*

songs for entertainment (Greenland was at that time a territory of Denmark). About midnight, we decided it was time to get some shut-eye and when we walked out-



*Thule AFB*

side the sun nearly blinded us! We had forgotten that, in the summer, at this high latitude the sun never sets!

The next morning we encountered a problem getting the engines started. The P-3A used Bendix engine starters that required an external jet unit that hooked up to the aircraft via a large yellow hose (we had no Auxiliary Power Unit in the aircraft). The cold weather caused the starters to balk, and we could only get one engine started. So, we taxied to the end of the runway (the glacier end), locked the brakes and came to full power on the one engine. Releasing the brakes, we unfeathered an engine on the opposite side and lumbered down the runway to "air start" it; then we stopped the aircraft, turned around and proceeded back to the end of the runway. We performed the same procedure again until we got all four engines going. Whew!

Taking off at Thule (and landing) was also interesting. There is only one runway, with a glacier on the landward end and an island with a cliff just off the seaward end. It didn't matter which way the wind was blowing, you started at the glacier and veered around the island after liftoff. You did the reverse coming in to land - veer around the island and stop before you got to the glacier.

Navigation at Thule was challenging, in that

compasses are useless this far north, and the Litton inertial system was often problematic. The solution was to rely on gyroscopes. When we got to the end of the runway before takeoff, we would stop and cage the gyros; whichever way the aircraft happened to be pointed became North on an arbitrary navigational grid, and all directions given to the pilots were with reference to grid North. Fortunately there was an instrument in the cockpit, the BDHI (Bearing/Distance/Heading Indicator), which the navigator could use to send grid direction information forward.

We tracked the airplane on a DRT (a dead reckoning plotter with an illuminated "bug" that showed through the chart laid on the glass top) at the Nav station that had heading from the gyros and Doppler ground speed fed to it. The problem was that, as we all know from playing with gyroscopes as children, they tend to precess over time and won't hold their orientation for very long -- they drift.

The solution here was to take a sighting of the sun every thirty minutes using a periscopic sextant to check the amount of drift in the gyros, and then crank in heading corrections. I was glad I had majored in Astronomy in college! All this while wearing the beloved rubber suits with hot quilted under liners - remember those? We looked like Pillsbury Dough Boys!

Finally, a word about the tragic loss of LN-9. I was present in Argentina in November 1964 when we lost that crew and airplane. Les Duffield, the squadron safety officer, was PPC on LN-9 when they radioed in about

1000 miles out that they had lost a generator and were returning to Argentina. This was an emergency in the P-3A as everything in the aircraft was electrically driven, including the hydraulics. Three of the four engines had generators.



LN-9

Halfway back, they reported the loss of a second generator. About four miles from the end of the runway, the aircraft suddenly plunged into the water, with the loss of all hands. I remember that Cliff Oberlander had the duty that day and he called Jim Sherrouse (Jim was the squadron operations officer at the time, I think) and said he had better come down to the hangar - it was grim.

The Navy called in salvage vessels and there was a search operation, but only bits and pieces were found. I remember that an outline of the aircraft was drawn on the floor of the hangar and any piece that was recovered was placed where it belonged. We looked at this each day when we went down to the squadron spaces. We never found out exactly what happened, but the concen-

sus among the pilots in the squadron was that perhaps LN-9 had lost the last generator four miles out (causing all electrical power to be cut off) and that the airplane may have been in an unusual attitude trying to correct back onto the glide path, and suffered what they called a "gust lock" condition, whereby control of the aircraft was impossible - sort of like trying to steer a car with power steering when the engine is turned off. Ten friends were lost and, as I recall, the bodies were never recovered.



*The Author with Anne, his new bride! Bermuda 1963*



# BACK IN THE DAY

## VP-45 in the Forgotten War

by: Jack Keane

In 2003, CAPT Al Easterling and I were asked to co-author an article on the US Navy's history of maritime patrol aviation for an issue of the Johns Hopkins University Applied Physics Laboratory's *Technical Digest* that was to be devoted to the work our team was doing in requirements engineering for the Multi-mission Maritime Aircraft, the P-8A Poseidon. During the course of our research, I became enthralled with the 1942-1945 campaign in the Aleutians, the third time since the War of 1812 that American sovereign territory was invaded by foreign troops (the first being Pancho Villa's incursion in the Southwest and the second being the Japanese occupation of Guam). Further research into this forgotten theater introduced me to three remarkable people, none of whom I've met, but all have become great friends.

Ralph Carrigan, his brother Paul was an Aerographer in the Aleutians assigned to Fleet Air Wing Four [1] (See Photo pp 38), the command responsible for all PBV Catalina, PV-1 Ventura, and PV-2 Harpoon operations in the Aleutian theater. Ralph, a Navy veteran himself, provided me with two valuable documents: his brother Paul's unpublished memoirs, *The Flying, Fighting Weathermen of Patrol Wing Four*, and the FAW-4 memories of their campaign, *Aleutian Airdales*, edited by CAPT Carl Amme – both of which make incredible reading. He then introduced me to my other two sources.

Janis Kozlowski is a member of the National Park Service in Anchorage, AK and has provided me with incredible assistance and recommended readings as I continue to research this often-overlooked theater.

And finally, there is Brian Amme. Brian is the son of CAPT Carl "Bon" Amme, USN. At the time of this story, then-LCDR Amme was the CO of a PBY squadron designated as VP-45, the fifth squadron of FAW-4. VP-45 was to see action in the Aleutians from April to October 1943 before returning to the United States and further assignment to Brazil.

### Action in the Aleutians

On 1 December 1941, the Alaska Defense Command under General Simon Bolivar Buckner, USA went on a war alert status. By 27 January 1942, ten PBYs of Patrol Wing Four had moved to permanent station. But, it was not until May that the new wing commander, CAPT Leslie E. Gehres, moved his command north from NAS Sand Point, just outside of Seattle. By the



*The Model Catalina (PBV-5) Flown by VP-45 in the Aleutians*

end of May 1942 two squadrons of Wing Four were in Alaska – VP-41 and VP-42. VP-43 was still working up at North Island. By late May, all of the aircraft in both VP-41 and VP-42 had been equipped with radar.

Gehres joined the naval militia in New York in 1914 and during the First World War was assigned to the staff of Commandant, Second Naval District in Newport, RI. On 24 May 1918, he was commissioned an Ensign. He became a naval aviator in 1927 and, while serving in USS *Langley* (CV-1), became a stunt pilot and led the Navy's aerobatic squadron in the National Air Races. Throughout the 1930s he served with various fighter squadrons in USS *Saratoga* (CV-3) and USS *Lexington* (CV-2). In July 1939 he was promoted to Commander and assigned as air officer in the USS *Ranger* (CV-4). On 17 November 1941, he was named the commanding officer of Fleet Air Wing 4. He would never qualify in PBYs and that lack of familiarity would contribute much to his conceptions of proper employment of the



*Commodore Leslie E. Gehres, USN*

PBY throughout the Aleutian campaign.

After the Doolittle raid in April 1942, the Japanese came to believe the Americans would use the Aleutians as a springboard from which invasion forces could leap into the Kurile Islands and from there directly into the heart of the Japanese Empire. Thus, Admiral Isoroku Yamamoto included the invasion of the Aleutians in Operation MI – the invasion of Midway. The Americans could not tolerate a Japanese invasion of Alaska, which would put them within three hours flight time from the Bremerton Navy Yard and the Boeing plant in Seattle

On 2 June 1942, a PBY from VP-42 spotted the Japanese task force en route to attack Dutch Harbor. The following morning, aircraft from the aircraft carriers IJN *Junyo* and IJN *Ryujo* attacked Dutch Harbor – a day before the Battle of Midway. Just before dawn on the morning of 7 June, the Japanese Imperial Northern Force landed 2500 crack combat troops on the islands of Kiska and Attu. The forces on Kiska would go unnoticed until 10 June. By that time, the PBYs of VP-43 had arrived in theater and were stationed in Nazan Bay with the tender USS *Gillis* (AVD-12).

Gehres notified Commander in Chief Pacific that the Japanese had been spotted and mentioned that the *Gillis* was in Nazan Bay, halfway to Kiska and within easy striking distance, with several squadrons of PBYs. On 11 June 1942, Gehres received a message from CINCPAC which said, “Bomb the enemy out of Kiska.” Following unsuccessful missions by USAAF B-24s and B-17s, aircraft available from VPs 41, 42, 43 and 61 commenced continuous bombing missions against targets in Kiska harbor from 11 to 13 June. When they were over the harbor the Catalinas were put into a dive and bombs released at the appropriate time. The flak was intense. A pullout was initiated at between 500 and 1,500 feet, and the plane immediately again sought cover in the clouds. Known as the “Kiska Blitz,” this operation ended only when tender *Gillis* was depleted of ammunition and fuel. Over half the PBYs originally moored at Nazan Bay were destroyed in the operation. Japanese forces would remain on Kiska until all 5,183 troops were secretly evacuated on 28 July 1943.

Attu was another matter. The Japanese had developed



*PBY-5A Catalina (to Which VP-45 Transitioned Following the Aleutian Deployment) on final Approach for Landing.*

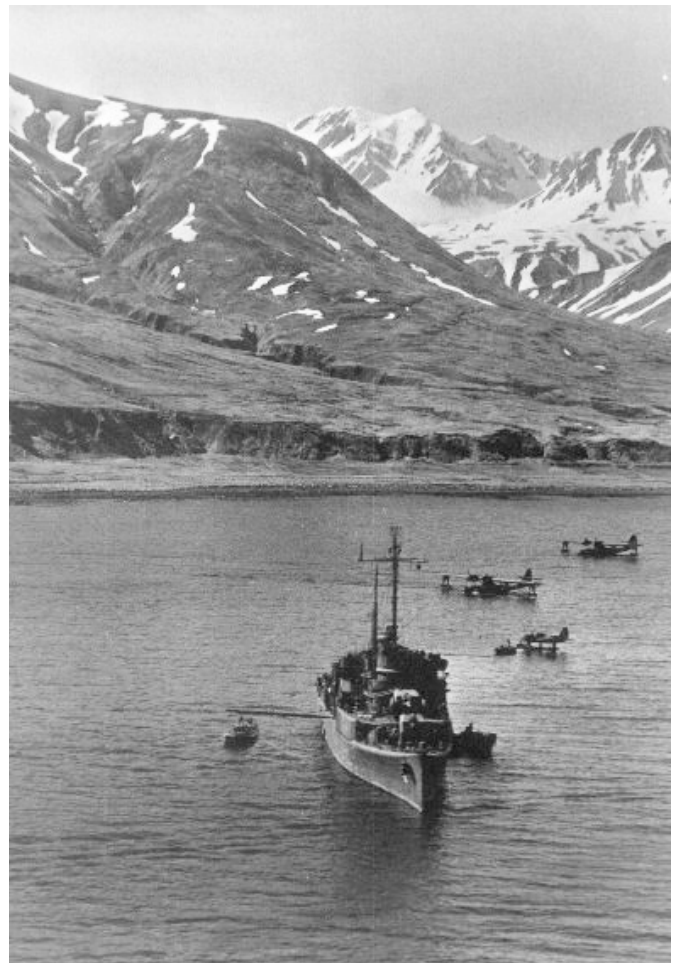
extensive fortifications on Attu and the only way to dislodge them was by amphibious assault. On 11 May 1943, 10,000 troops of the US Seventh Infantry Division conducted one of the first amphibious landings in the history of the United States Infantry. It would become the second most costly battle of the war in the Pacific in proportion to the numbers of opposing troops. A week after the invasion there were less than 2,000 Japanese remaining on the island. Casualties were mounting on both sides with over half of the American casualties due to exposure. On 29 May, after 19 days of fighting and without hope of rescue, the Japanese mounted a banzai charge which broke through the American lines. When it was all over, the Americans had lost 549 men and the Japanese lost 2,850 men. Only 30 Japanese troops were taken prisoner, none of them an officer. So it was when VP-45 arrived in the Aleutians.

VP-45 was commissioned on 10 March 1943 at NAS Sand Point, Washington under the command of LT Robert Donley. After completing training, the squadron deployed to Kodiak, Alaska on 27 April and Adak on 1 May. On 13 May 1943, VP-45 was ordered to proceed from Adak to Attu and provide ASW support to Commander, Task Force Six. Assigned to USS *Casco* (AVP-12), the squadron, with only half its complement of required aircraft, conducted reconnaissance patrols out of "Casco Cove," an arm of Massacre Bay, until 5 June when Donley received orders to become the XO and the squadron was expanded to twelve aircraft.

LCDR Carl Amme assumed command of the squadron on 1 May 1943. Born in 1913 in Charleston, SC and a 1936 graduate of the US Naval Academy, Amme was no stranger to the Aleutians or to Gehres. After five years in the surface Navy in battleships, cruisers and destroyers, he reported to flight school in July 1941 and received his aviator wings in February 1942. By the time he took command of VP-45, he had already made two deployments with VP-43, participating in the Kiska Blitz. During his first deployment, he was awarded the Distinguished Flying Cross for his part in sinking the Japanese submarine *RO-61* on 31 August 1942. The previous evening *RO-61* torpedoed VP-43's tender USS *Casco* in Nazan Bay. *Casco's* commanding officer beached the tender to avoid losing her. Amme, at the time in Dutch Harbor, flew to Nazan Bay the following morning where he spotted

another PBY attacking the Japanese submarine. After conducting his own attack, Amme signaled USS *Reid* (DD-369) via Aldis lamp and directed her attack on the I-boat. When it was all over, *RO-61* was destroyed with the loss of her commanding officer and 59 men. Five survivors were pulled from the water. When Amme landed and boarded *Casco*, he was met by his skipper who told him that the bunkroom he normally slept in had been wrecked and all of his clothes except for what he'd taken to Dutch Harbor had been lost. *Casco* was repaired and back in service within a few weeks.

Back in Casco Cove on 8 July 1943, VP-45, flying PBY-5s, moored alongside tender *Casco*. Two days later, on 10 July, Gehres ordered three aircraft of VP-45, led by Amme, to fly a nighttime bombing mission on Japanese installations at Paramushiro in the Kurile Islands – the first of many such events. When the three aircraft arrived on station, the target was socked in. Using radar, the 500-pound bombs were dropped on the best estimate of the harbor edge and shoreline



USS *Casco* and her "chicks", Massacre Bay, Attu, Alaska

with no way to assess damage. A second mission was conducted on 19 July with similar results. This was the start of an operation that would become known as the "Empire Express."



*A PB5Y-5 of VP-45 bears evidence of damage from a williwaw's high winds.*

Back on Attu, the Seabees constructed Quonset huts, a radio shack, a mess hall, and a runway. At the end of July *Casco* left to refuel and VP-45 moved ashore. The entire island was a quagmire and squadron personnel not flying patrols were put to work building a network of wooden walkways throughout the encampment. PB5Ys were pulled ashore via a Marston matting ramp at Casco Cove for periodic maintenance. Still, there was not enough room for all of the aircraft to be pulled ashore and most were left moored to buoys exposing them to the terrific winds the Aleutians are known for. Because VP-45 was not equipped with the PB5Y-5A amphibian, their aircraft remained in Massacre Bay exposed to the elements.

### The Incident

Sector searches were flown whenever the weather made them possible. These flights inevitably took the aircrew close to Soviet territory. Although the Soviets

had been at war with Germany since June 1941, they were still not at war with Japan and vigorously protested US violations of their airspace through diplomatic channels. They were especially sensitive about any flights over or around the Komandorski Islands about 250 miles northwest of Attu. As such, Gehres had ordered strict compliance of the three-mile limit while conducting patrols around the Komandorskis and Kamchatka Peninsula. It was accepted that if any plane was forced down in Soviet territory, the crew would be interned for the duration of the war.

On one such reconnaissance mission, Amme noticed some construction on one of the Komandorskis and ordered a reconnaissance and photo flight. The next day close-up photos were taken from directly

overhead and from just offshore, in obvious violation of the three-mile limit. When the photos arrived at FAW-4 headquarters on Adak, Gehres exploded. The photographs could only have been taken as the plane was over land.

Several weeks after this incident, in September 1943, another Attu-based PB5Y on a similar mission near the Komandorskis advised Attu that they had engine trouble and were going to try to set down in a sheltered harbor on the larger Komandorski Island to effect repairs. Rough sea conditions en route Attu drastically



*VP-45 Officers Group Photo*

decreased odds for a safe landing at sea and survival. The Soviets opened up with anti-aircraft fire as the PBY made its landing approach. Flak hit the damaged engine putting it out of commission. With anti-aircraft fire bursting around him, the pilot banked away sharply and brought the plane down to a safe landing on a lake in the island's interior. The PBY's radioman had transmitted several messages indicating the plane was in extremis, their intent to land in Soviet territory, the Soviet anti-aircraft fire, and lastly the landing on the lake.

Amme ignored standing Wing orders and notified Adak that he intended to rescue his downed crew. He ordered one of his more experienced PPCs to have his crew stand by, and notified the crew in distress that help was on the way. The rescue crew was ordered to maintain radio silence, rescue the downed crew, remove all classified documents and the Norden bombsight, and sink the disabled plane. At no time was the rescue crew to respond to or transmit any messages until they were airborne after rescuing the crew. They were warned that they might receive orders from Wing Headquarters to return to base ... orders that were to be disregarded. They were to communicate with Attu only if they were in trouble or after the rescue was completed.

Next, Amme went to the communications shack and gave orders to the radio watch to copy all messages but not to touch the key. He ordered the Communications Officer, "Your transmitter is hereby out of commission!" When the COMMO protested, Amme stayed in the comm shack to see that his orders were carried out. All messages, including orders from

FAW-4 to recall the rescue crew, were received, but not acknowledged much to the chagrin of the communications watch. Finally Adak ceased attempts to recall the crew.

The rescue aircraft landed on the lake, picked up the stranded crew, and sank the plane as ordered. They then took off just as the Soviets were paddling out from the lakeshore. Three hours after the rescue crew departed Attu, Amme received a message from the res-

cuers, "Mission accomplished." As Roscoe Creed mentions in his book *PBY - The Catalina Flying Boat*, "At that time," said Amme, "our radio transmitter fortuitously was put back into commission and Wing Headquarters was informed of the successful rescue. My neck was out a mile and I knew it. But I was damned if I would have one of our flight crews interned by the Russians. My strategy resulted from reading the story of Nelson at the Battle of Copenhagen when he put his blind eye to the telescope so that he could not read the fleet commander's signal to withdraw. Instead, he attacked and

won a victory."

The squadron was relieved on October 10, 1943, when VP-43 arrived for its fifth Aleutian deployment. VP-45 departed for NAS Sand Island on October 12, 1943. After refitting, the squadron deployed to Brazil and conducted anti-submarine patrols off the coast of South America.

Amme would go on to further duty with FAW-14, command of VPB-197 flying PB4Y-1s, command of USS *Corregidor* (CVE-58), command of VR-11/8,



*Amme's Air Scouts (LCDR Carl Amme with pipe second from left standing)*

duty ashore with Commander, Naval Forces Eastern Atlantic and Mediterranean, command of NAS Niagara Falls, and command of USS *Navasota* (AO-106). He retired as a Captain in 1962 after duty with the Bureau of Naval Weapons, and passed away on 23 September 1990 in California.



*Aerographer Paul Carrigan (right) assigned to FAW-4, arrives at Attu.*

Gehres was relieved of command of FAW-4 on 29 August 1944 by RADM Ralph F. Wood via the normal change of command ceremony. He would go on to command USS *Franklin* (CV-13) and retire as a Rear Admiral. He passed away on 15 May 1975 in California.

### Current Association Members & Further Reading

Current members who were affiliated with the World War II VP-45 include: John J. Coonan, Mrs. Isadora Delperuto (widow of John), Milton E. Ferrel, and Mrs. Anna Haskell (widow of Robert). If you're interested in further reading, you might consider the following:

*Aleutian Airdales*: <http://www.vp45association.org/archives/aleutianairdalesww2history.pdf>, *The Flying Fighting Weathermen of Patrol Wing Four*: <http://www.nps.gov/aleu/historyculture/collections.htm>, *The Thousand Mile War* by Brian Garfield, *PBY – The Catalina Flying Boat* by Roscoe Creed (although Creed makes mention of this incident on page 139, he erroneously listed the squadron as VP-43), and *Those Navy Guys and Their PBYs* by Elmer Freeman.

[1] *Patrol Wings were renamed Fleet Air Wings on 1 Nov 42.*

## NOW HEAR THIS!

From: The Association Officers  
To: All Members

We would like to ask those who have an interest in attending the reunion to sign up NOW! Don't wait any longer.

We have all been to a number of reunions, schools and squadrons, and the first thing we do when considering attending is look at the "sign up list." I want to see who of my buddies are planning to attend. If your buddies are not on the list yet, it is only natural, we guess, to wait and see. I mean, who wants to go to a reunion where you will hardly know anybody? Makes sense....but here is the big problem: all your buddies are doing the same thing! This is a huge Catch 22. You don't sign up because your buddies haven't and your buddies haven't signed up because you haven't. See?

This is why signing up NOW is so important to a successful reunion! And...if your buddies are not signed up, grab the roster we sent you and give them a call.

So, please go to our website ([www.vp45association.org](http://www.vp45association.org)) and, in case you haven't seen it yet, at the bottom of the home page is a link to the reunion site (<http://militaryreunionplanners.com/SR/index.php?folder=Patron>). All the information you need about the reunion is there.

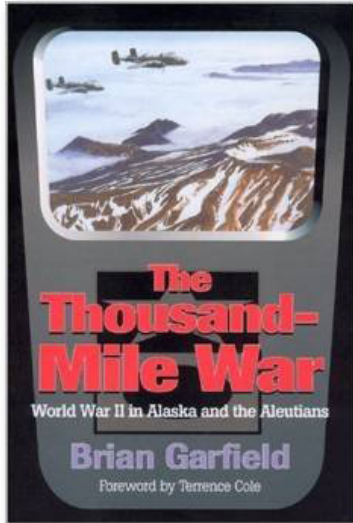


*Saturday Night Reunion Banquet 2012*

Time is of the essence. The reunion is a month away. We know a lot of you are pretty busy people so right NOW stop and get registered. We've signed up – have you?

# MILITARY READING

## "The Thousand-Mile War"



*"This is simply one of the best books I have ever read. I picked it up in Alaska on a trip several years ago. It reads like a novel. I couldn't put it down. I'm not a history or a military buff. The descriptions are immersive. I really got the feeling of being there, slogging it out in the mud and the rain and the snow and the ice. It is put together very well, explaining both what it was like for the grunt on the ground and also the political and strategic factors" — R. Coffin; Amazon Review*

*"The Thousand Mile War" is an old and cherished friend, and tells the story of the Aleutian Island Campaign against the Japanese in 1942-43. There are so many strong points to the book, and too many exciting tales to capture easily in a short review. It seems to me, though, that one of Brian Garfield's greatest strengths is his ability to unravel and relate accurately the joint and combined nature of allied operations in the Aleutians." — Charles F. Hawkins; Amazon Review*

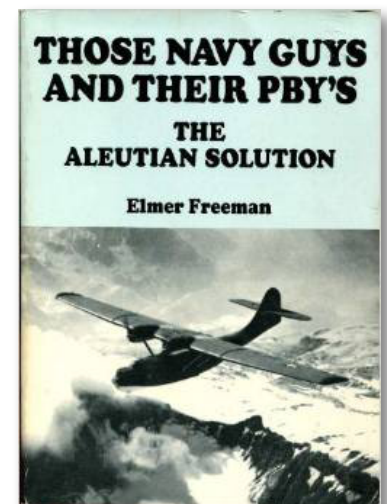
"The Thousand-Mile War," a powerful story of the battles of the United States and Japan on the bitter rim of the North Pacific, has been acclaimed as one of the great accounts of World War II. Brian Garfield, a novelist and screenwriter whose works have sold some 20 million copies, was searching for a new subject when he came upon the story of this "forgotten war" in Alaska. He found the history of the brave men who had served in the Aleutians so compelling and so little known that he wrote the first full-length history of the Aleutian campaign, and the book remains a favorite among Alaskans. ([see more](#))

## "Those Navy Guys and Their PBY's"

*"Not your typical dry (just the facts) type of account. Reading this book gives you an terrific incite into what it must have been like to fly in a PBY squadron with the greatest guys in the world. Elmer A. Freeman was there AND can write one hell of a good book. — Amazon Review*

*"This first hand account of Mr. Freeman's experiences in a Navy PBY squadron during WWII is riveting. His descriptions of the months of training and a few mishaps are told with a large dose of self-deprecating wit, the quiet accounts of the darker times are told without any maudlin overtones. The reader is invited to share well-told memories that flow like much anticipated letters home from a friend; a friend who obviously loved those old PBY flying boats. Well worth the read." — Amazon*

1992 marks fifty years since the Japanese attack on Dutch Harbor & their occupation of Kiska & Attu in the Aleutian Islands. The big, graceful U.S. Navy PBY patrol plane played an unsung but key role in the ensuing perilous Aleutian Campaign aimed at dislodging the enemy forces from the only foothold they gained on the North American continent. This book is the straightforward & detailed account of the author's participation in the Aleutian Campaign as a crewman on a Navy PBY. It is the story of his day-to-day routine of long hours on patrol, occasional contacts with the enemy & the constant battle to survive in the world's worst flying weather. Fighting treacherous winds, rain, snow, mud & fog....([see more](#))



*Note: These books are brought to your attention solely because they appear to represent works of particular interest to our members. Any further listings in future newsletters are solely at the discretion of the Association officers.*



**Richard F. “Dick” Moore, 80** of Largo, FL passed away on Monday, September 23, 2013 at Hospice House Brookside.

Dick was born in Neptune, NJ and moved to Clearwater in 1962 from Gainesville, FL. He was a self-employed Mechanical Engineer for Moore Associates after graduating from the University of Florida with a degree in Mechanical Engineering.



*Dick Moore*

Dick was a Methodist and a US Navy veteran during the Koran War, serving as an aircrew member in VP-45. He belonged to the American Powers Boat Association, MINNREGG-Honeywell American Society of Mechanical Engineers (ASME), and the 1968 Inboard Hydroplane National Champion.

He is survived by his wife of 57 years, Doris E. Moore; daughter, Kimberly A. White of Trinity, FL; son, Richard F. Moore, II of Liberty, SC; sister, Donna Frank of Manasquan, NJ; brother, William Moore of Spring Lake, NJ; 8 grandchildren and 1 great grandchild.

**Herman Stephen Carbo, 94** of Lacombe, LA, passed away on Sunday, January 26, 2014.

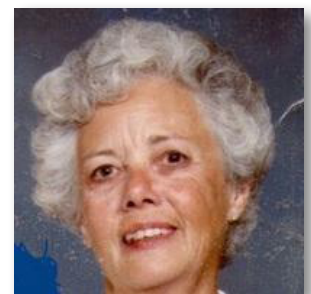
Herman was the beloved husband of the late Margaret B. Carbo. Father of 3 sons: Joseph H. Carbo, Duane S. Carbo and Fred E. Hartley. Son of the late Joseph A. and Emma G. Carbo. Brother of the late, Thelma C.

Buquoi and the late, Leslie Carbo.

Also survived by 14 grandchildren. He was 94 years old and a member of the VFW, 6640 in Metairie, LA; Fleet Reserve Assn; Wasp Stinger Club; National Assn of Letter Carriers # 6119 and Retired US Navy.

Mr. Carbo served in the US Navy from 1938 to 1959 and was a swim away of the sinking of WASP CV7 09/15/1942. He served as an aircrewman in VP-45 from '48 - '52. He retired while stationed at Pensacola Air Station.

**Ruth Boyd Stein, 88**, passed away Wednesday, February 5, 2014, at a local hospital in Virginia Beach, VA. Ruth was born in Albion, Michigan. Ruth survived her parents Herbert Russell Boyd and Ruth Sarah Stiles, her husband of 63 years CDR Earl Manuel (“Joe”) Stein, USN (Ret.) and a sister Alice Boyd DesErmia.



*Ruth Stein*

Ruth was a 1943 graduate of Clinton (Michigan) High School and Michigan State University in 1948. She was a founding member of All Saint’s Episcopal Church, a member of Broad Bay Country Club and Virginia Beach Yacht Club.

She was also a past Regent (twice) of the Adam Thoroughgood Chapter NSDAR and a member of Colonial Dames, Daughters of American Colonists and R.O.W.S. She participated for many years in several bridge and golf groups and enjoyed a wide



circle of dear friends.

Ruth was the ultimate Navy wife in every way. She managed many moves, only packing the kitchen garbage once. She taught school wherever her Naval Aviator husband was stationed. She loved to cook and entertain family and friends and was well known for her parties.

Ruth is survived by daughters Deborah and Melani and granddaughter Sumner; extended Virginia Beach family Sharlene Alston, Shelley A. Tomlinson and Terry Horan; family members in Michigan; many dear and treasured neighbors and friends near and far.

**Richard Cook, 78**, passed away peacefully in his sleep on Memorial Day, May 26, 2014.

He was born August 22, 1935, in Jasper County, Illinois, the son of Olin and Edna (Sparling) Cook.

Richard entered the U.S. Navy in 1954, and served during the Korean and Vietnam Wars, retired in 1977, and then served in the Reserves. He was a squadron P-5M aircrew member in VP-45 from 1958-1960. He and his wife had just celebrated their 50th wedding anniversary.

Richard is survived by his wife, Pauline Cook; daughters, Allison (Brian) Newby and Karen (Mike) Burner; grandchildren, Kaylee and Tyler Newby, Ryann Nevins, Alex, Lindsey, and Aubree Burner; three step-grandchildren, Jonathon, Jacob, and Madison Burner; brother, Doyle Cook; two sisters, Ruby Wilson and Ruth Hathaway.

He was preceded in death by his parents; and brothers, Raymond, Ralph, and David Cook.

**David W. Pippin, 82**, born in Port Lavaca, Texas January 3, 1932, passed away July 15, 2014 in Orange Park, Florida. David provided 30 years of service in

the United States Navy; serving in The Korean, Vietnam and Cold Wars. David was a life time member of The VFW and The Fleet Reserve.

Mr. Pippin was preceded in death by his daughter; Denise Ruby. Mr. Pippin leaves behind his Loving wife; Carole Lee Pippin, son; Kevin Pippin, sister's; Frances Selby and Loretta Teague (Bill) and 5 grandchildren. Burial was held on Monday, July 21, 2014 at 2:00 pm at The Jacksonville National Cemetery, Jacksonville, Florida 32218 with full military honors.



*David Pippin*

**Edward Lamar Braddy, Jr., 74** of Gainesville, passed away Monday, August 4, 2014. He was born January 4, 1940 in Fort Lauderdale, Florida to Edward Lamar and Mary Lilah Smiley Braddy. He graduated from Fort Lauderdale High School where he was a standout athlete playing football, baseball and basketball. In 1958 thru 1962 he played baseball and football for the Florida Gators. Mr. Braddy proudly served his country in the United States Navy. He was employed by the Office of the State Attorney, 15th Judicial Circuit as Executive Director. Mr. Braddy was an avid Gator fan and he loved to travel and visit friends.



*Edward Braddy*

He is survived by his children, Anne Dean (Glenn) of Lake Butler, FL and Edward "Brad" Braddy of Gainesville, FL; sisters, Mary Jo Eakin of Fort Lauderdale, FL and Jenelle Haines of Altamonte Springs, FL and five grandchildren Daphne, Henry, Harrison, Ella and Sophia. He also had many wonderful friends who he loved dearly.

*"The willingness of our citizens to give freely and unselfishly of themselves, even their lives, in defense of our democratic principles, gives this great Nation continued strength and vitality."*

*Ronald Reagan*

## Patron 45 Reunion Reservation Form

DATE	TIME	EVENT	COST	QTY	TOTAL
		Reunion Registration Fee (per person ~ non-refundable)	\$40 pp		
		All Hands your membership must be current in order to participate in reunion activities. If your Patron 45 membership has lapsed or you are a new member please include dues below:			
		1 Year Membership	\$15 pp		
		5 Year Membership	\$65 pp		
		Lifetime Membership	\$300 pp		
		SELECT EVENT A OR EVENT B:			
THU10/16	9:00-4:00	EVENT A: King's Bay Naval Submarine Base Tour	\$40 pp		
THU 0/16	10:00-4:00	EVENT B: Jacksonville City & Anheuser Busch Tour	\$32 pp		
		SELECT EVENT C OR EVENT D:			
FRI 10/17	10:00-4:00	EVENT C: Amelia Island & Fernandina Beach Tour	\$28 pp		
FRI 10/17	10:30-4:00	EVENT D: Naval Air Station Jacksonville	\$36 pp		
FRI 10/17	5:30-10:00	EVENT E: Alhambra Dinner Theatre	\$69 pp		
SAT 10/18	10:00-3:30	EVENT F: St. Augustine Tour	\$49 pp		
SAT 10/18	6:00-10:00	Banquet Dinner – make selection below			
		Roast Sirloin	\$38 pp		
		Chicken Marsala	\$33 pp		
		Non-refundable Late Reservation Fee (If registering after September 3, 2014)	\$15 pp		
		Tour Cancellation Insurance: Protect your \$\$ (Fee is non-refundable)	\$15 pp		
<b>TOTAL</b>					

**>>> PLEASE PROVIDE THE FOLLOWING INFORMATION:**

NAME (As you want it to appear on badge): \_\_\_\_\_

SPOUSE: \_\_\_\_\_ GUEST: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ ST: \_\_\_\_\_ ZIP: \_\_\_\_\_

PRIMARY PHONE: \_\_\_\_\_ EMAIL ADDRESS: \_\_\_\_\_

EMERGENCY CONTACT: \_\_\_\_\_ PHONE NUMBER: \_\_\_\_\_

YEARS IN VP 45: \_\_\_\_\_ TO \_\_\_\_\_ ADDITIONAL YEARS IN SQUADRON \_\_\_\_\_ TO \_\_\_\_\_

IS THIS YOUR FIRST REUNION YES \_\_\_ NO \_\_\_ PLEASE CHECK HERE IF YOU ARE A WW-II VETERAN \_\_\_

>>> Mail this completed form with a check payable to: MRP, Box 1588, Colleyville, TX 76034  
 OR You may register online at: [www.MilitaryReunionPlanner.com](http://www.MilitaryReunionPlanner.com) Use Pass Code: mrp&patron

**RESERVATIONS ARE DUE BY SEPTEMBER 3, 2014**

- Reservation money is non-refundable after due date unless Tour Cancellation insurance is purchased above.
- Insurance holders are eligible for a refund less processing fee until Midnight before the 1<sup>st</sup> day of the reunion.
- Insurance ends once the reunion begins – notification in writing/email must be received prior to start of reunion.

## PATROL SQUADRON FORTY-FIVE ASSOCIATION

# Membership Registration Form

Please print off and complete this form and return it to the address below. The personal information you send will ONLY be used within the Association for inclusion in the Association Roster. Dues are \$15/yr, \$65 for 5 years or \$300 for life...payable to:

Mr. Patrick J. Imhof, Treasurer

Patron Four Five Association

3204 E. Moreno St

Pensacola, FL 32503-6529

(H) 850-432-0036, (C) 850-221-1237, Email: daddypaddy@att.net

### ROSTER INFORMATION

Name: First \_\_\_\_\_ MI \_\_\_\_\_ Last \_\_\_\_\_

Spouse's First Name: \_\_\_\_\_

Mailing Address: Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Tel (w/area code): (\_\_\_\_\_) \_\_\_\_\_ Email Address \_\_\_\_\_

### FORMER SQUADRON SERVICE/DUTIES

Squadron during your service (circle one): VP/VPB-205 (PBM)    VP-45 (PBY)    VP-45 (PBM)

VP-45 (P5M)    VP-45(P-3A)    VP-45 (P-3C)    VP-45 (P-8)

Dates Served: From \_\_\_\_\_ To \_\_\_\_\_; From \_\_\_\_\_ To \_\_\_\_\_

If Aircrew, circle as appropriate: Pilot    NFO    Aircrew: \_\_\_\_\_

Duties/Division \_\_\_\_\_

How did you find out about the Association \_\_\_\_\_

If you have any "seas stories" or interesting recollections of your time in VP-45, consider sharing those with all the members. The easiest way to get your story or recollection listed and displayed on our website ([www.vp45association.org](http://www.vp45association.org)) is to email it to the Association WebMaster or any Association officer. The email address for the current WebMaster and can be found at the website. If you have a photo that "accompanies" your story, please email it also and we'll include it with your story! Additionally, any other squadron photos, squadron rosters, papers, crew lists, etc. that you would like to share are invited. Welcome Aboard!