

2015
SEPTEMBER

THE VP-45 ASSOCIATION'S

Pelican Post

Newsletter

www.vp45association.org



The Seaplane Tenders



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 Joe Bretton.....Vice President
 Ron Christopher.....Treasurer
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Cover Design by Bill Hobgood

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From the Editor:

This is the fifth edition of the *NEW* “Pelican Post.” We have had a lot of fun with the new format and hope that has translated into a more “newsy” newsletter and a better experience for our Association members. Should you need to for any reason, you can contact us via the website or by sending an email to either of the email addresses listed in the “Contact Information” section just 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

“I am pleased to announce that during this past year our Association surpassed a huge milestone...we exceeded 500 members during and subsequent to the 2014 reunion in October! Thanks to each and every one of you for supporting this great Organization.”



From the Desk of...

Doug Mitchell

President's Report

Charleston Ho!!

After calculating your voting results on our website link, we hope you will be happy to hear Charleston, SC came out on top as your number one choice for our 2016 Reunion Site. Nashville came in 2nd place with 38 votes behind. A record 220 Members voted, and I can assure you your Association Officers really appreciate your outstanding participation (see our WebMaster's numbers and graphs

on the next page). Charleston is an absolutely beautiful and historic city with much to offer us! www.things-to-do-in-charleston.com/ During the coming months, our Vice President Joe Bretton will be planning and working with our trusted Military Reunion Planners to come up with another "Pelican" Grand Reunion. As things develop, we will let you know via email and/or our website.

I am pleased to announce that during this past year our Association surpassed a huge milestone...we exceeded 500 Members during and subsequent to the 2014 Reunion in October! Thanks to each and every one of you for supporting this great Organization. Every one of you are recruiters...and as I mentioned before, we need your help in finding lost Pelicans. We have a good number of members in most all eras covered in our membership through the 1980's; but we need help in identifying folks from the 1990's and 2000's.

Every time we get a new member on the VP-45 Alumni Group on Facebook, I let them know we also have an outstanding association as well, and to check us out at: www.vp45association.com.



The Old Charleston "Battery" area. A Must See Attraction Next Year at the Reunion!

org. We picked up our first two Pelican married couples this year, who were both on active duty when in the Squadron, and they found us on Facebook. If you are members of the Association from more recent

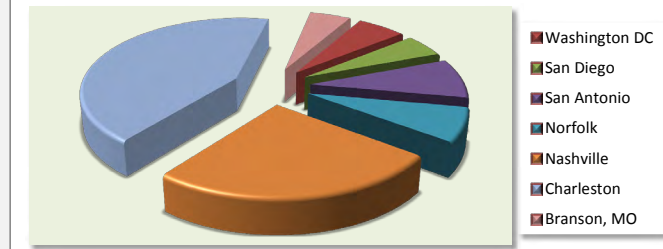
years in the Squadron, please pass our website address to everyone you know. We need to make every effort to maintain an ever increasing Membership!

Reunion Location 2016 Voting Results

First Choice Location

Location	Votes	Percentage
Washington DC	13	5.9%
San Diego	11	5.0%
San Antonio	19	8.6%
Norfolk	16	7.3%
Nashville	56	25.5%
Charleston	94	42.7%
Branson, MO	11	5.0%

First Choice Location Votes



On July 16th I had the distinct pleasure of attending the Commander, Patrol and Reconnaissance Wing Eleven's Change of Command. Captain Sean Liedman (a former Pelican and Association Member) was relieved by Captain Anthony Caropi. He stated his greatest accomplishment during his tenure as Commodore was leading the men and women of CPRW-11 and teaming up with the VP-30 and the P-8A Fleet Integration Team to lead the successful Fleet Integration of the P-8A Poseidon. Four P-3C Orion patrol squadrons transitioned to the P-8 and the first three of these successfully operated while deployed to the Western Pacific and Indian Ocean Regions. Vice Admiral Bill Moran, Chief of Naval Personnel, also a fellow Pelican and Association Member, was the guest speaker.



In closing, I sincerely hope everyone enjoyed your summer with family and friends where ever you are. I can tell you it was an extremely hot one for us in Florida and Georgia! And lastly, if you know of any of our members having serious health issues, please let us know as we will send Get Well cards to them and their spouses.



Association President, Doug Mitchell, Greets Dignataries Admiral Bill Moran (above) and Captain Sean Liedman (below) at the CPRW-11 Change of Command.

Best Regards,

Doug "Pooh Bear" Mitchell

678-650-7500/poohbearmit@aol.com



The Beautiful Ravenel Bridge, Over the Cooper River in Charleston Was Built in 2005 and Designed to Withstand Winds up to 300mph.

FROM THE VICE PRESIDENT



The votes are in, and we're going to Charleston next year!

The reunion will be scheduled to take place October 12 - 16, 2016.

The weather for that time of year is a very comfortable 75 degrees on average. With that in mind, we will look at having a golf outing at one of the many beautiful courses in the area, if there is enough interest.

We are currently in negotiations with the Crowne Plaza hotel at the airport, which will make it convenient for those traveling by air, but still just 8 miles from the center of the city.

Since Charleston is the oldest and 2nd largest city in South Carolina, there's a lot of history in the area, and we will set-up informative and very interesting historical tours that focus on pirates, the Civil War, patriots, and the history of Charleston. Some of the more popular tours we are considering are a historic Charleston city tour, a cruise and tour of Fort Sumter, a visit to the Magnolia Plantation and Gardens, a Charleston Harbor cruise, a tour of Patriots Point (with Galley lunch), a visit to the CSS *H.L. Hunley* Exhibit, and a tour of the Boone Hall Plantation.

We know there are many things to do in Charleston, so if you have suggestions, you can send me an email at



jbretton@aol.com. Please put "VP-45 Reunion" in the subject line so I can give your input the immediate attention it deserves.

Make plans NOW to join us in Charleston...you won't regret it!

Joe Bretton
Association VP and Reunion Coordinator



NAVY TRIVIA

“Crazy Navy Terms”

By: Bill Hobgood

No matter how long you spent in the Navy, you never forget those strange terms we used to use. “Friday we’re going to wet down the new JG’s.” Or, “Man, that dead horse is killing my paycheck.”

At one time or another we have all asked ourselves, how did they come up with this stuff? Liberty Chit? Gee-Dunk? Dog and Pony? Pipe Down? So, here for your educational pleasure are a few of those wonderfully crazy terms we all have used and loved.



Brass Monkey

This has nothing to do with sailors’ pets... On a ship, cannonballs were stacked in a pyramid on a dimpled tray called a monkey, made of brass. On very cold days, the different expansion rate of the two

metals, the brass tray and the iron cannonballs, could cause the pyramid to topple and the balls to fall. Thus the saying: “Cold enough to freeze the balls off a brass monkey!”

Bravo Zulu

The term originates from the Allied Signals Book (ATP 1), which in the aggregate is for official use only. Signals are sent as letters and/or numbers, which have meanings by themselves sometimes or in certain combinations. A single table in ATP 1 is called “governing groups,” that is, the entire signal that follows the governing group is to be performed according to the “governor.” The letter “B” indicates this table, and the second letter (A through Z) gives more specific information. For example, “BA” might mean “You have permission to . . . (do whatever the rest of the flashing light, flag hoist or radio transmission says) “BZ” happens to be the last item in the governing groups table. It means “well done”.



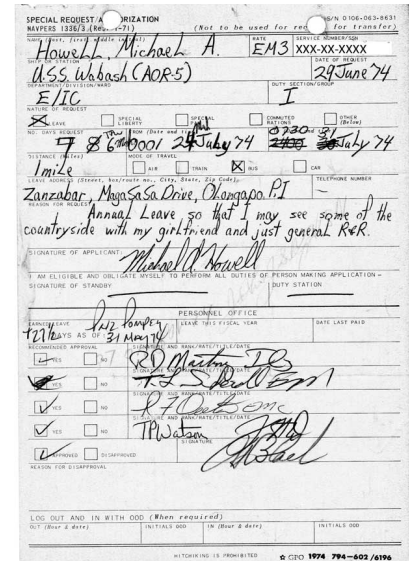
Chewing the Fat

“God made the vittles, but the devil made the cook” was a popular saying used by seafaring men in the last century

when salted beef was the staple diet aboard ship. This tough cured beef, suitable only for long voyages when nothing else was as cheap or would keep as well, required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as if it were chewing gum and referred to this practice as chewing the fat

Chit

One tradition carried on in the Navy is the use of the chit. It is a carry over from the days when Hindu traders used slips of paper called chitti for money, so they wouldn’t have to carry heavy bags of gold and silver. British sailors shortened the word to chit and applied it to their mess vouchers. Its most outstanding use in the Navy today is for drawing pay and a form used for requesting leave and liberty. But the term is currently applied to almost any piece of paper from a pass to an official letter requesting some privilege.



Special Request Chit

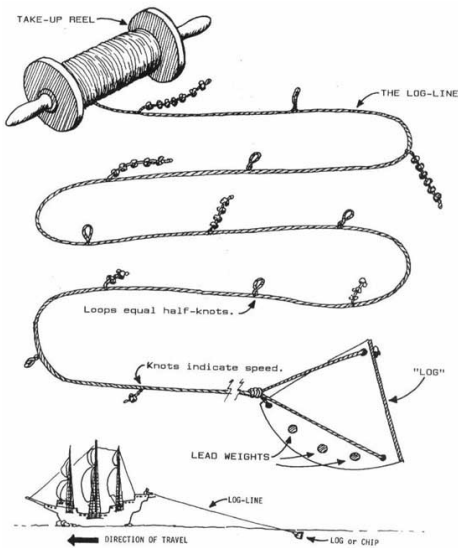
Goldbrick

The term “goldbrick” achieved its widest use as a military slang, but has been in common use for many years as a term describing the avoidance of work, or shirking. Anything worthless which has been passed on as genuine is also referred to as a goldbrick. It originally referred to a bar of worthless metal which has been gilded to make it appear to be solid gold.

Gundecking

In the modern Navy, falsifying reports, records and the like is often referred to as “gundecking.” The origin of the term is somewhat obscure, but at the risk of gundecking, here are two plausible explanations for its modern usage. The deck below the upper deck on British sailing ships-of-war was called the gundeck although it carried no guns. This false deck may have been constructed to deceive enemies as to the amount of armament carried, thus the gundeck was a falsification. A more plausible explanation may stem from shortcuts taken by early Midshipmen when doing their navigation lessons. Each Mid was supposed to take sun lines at noon and star sights at night and then go below to the gundeck, work out their calculations and show them to the navigator. Certain of these young men, however, had a special formula for getting the correct answers. They would note the noon or

last position on the quarter-deck traverse board and determine the approximate current position by dead reckoning plotting. Armed with this information, they proceeded to the gundeck to “gundeck” their navigation homework by simply working backwards from the dead reckoning position.



Knot

The term knot or nautical mile, is used world-wide to denote one’s speed through water. Today, we measure knots with electronic devices, but 200 years ago such devices were unknown. Ingenious mariners devised a speed measuring

device both easy to use and reliable called the “log line”. From this method we get the term knot. The log line was a length of twine marked at 47.33 foot intervals by colored knots. At one end was fastened a log chip; it was shaped like the sector of a circle and weighted at the rounded end with lead. When thrown over the stern, it would float pointing upward and would remain relatively stationary. The log line was allowed to run free over the side for 28 seconds and then pulled on board. Knots which had passed over the side were counted. In this way the ship’s speed was measured.

Head

The “head” aboard a Navy ship is the bathroom. The term comes from the days of sailing ships when the place for the crew to relieve themselves was all the way forward on either side of the bowsprit, the integral part of the hull to which the figurehead was fastened.

Hunky-Dori

This term, meaning everything is OK, was coined from a street named Honki-Dori in Yokohama. As the inhabitants of this street catered to the pleasures of Sailors, one can readily understand why the street’s name became synonymous for anything that is enjoy-

able or satisfactory.

Khaki

Originated in 1845 in India where British soldiers soaked white uniforms in mud, coffee, and curry powder to blend in with the landscape. Khakis made their debut in the U.S. Navy in 1912 when they were worn by naval aviators, and were adopted for submarines in 1931. In 1941 the Navy approved khakis for on-station wear by senior officers, and soon after Pearl Harbor chiefs and officers were authorized to wear khakis ashore on liberty.

Knock Off Work

To quit suddenly; to stop. - “It’s about time to knock off work.”- Nautical origin: Aboard sailing ships, the galleys used to be rowed to the rhythm of a mallet striking a wooden block. When the knocking stopped, it was a signal to stop rowing. In more modern use, for example, if a bunch of sailors were raising too much hell in the Geedunk the Senior Chief would yell, “Hey, Knock it off!!!”

Dungarees

In 1901 regulations authorized the first use of denim jumpers and trousers, and the 1913 regulations originally permitted the dungaree outfit to be used by both officers and enlisted with the hat of the day. The cloth used then wasn’t as well woven nor was it dyed blue, but it served the purpose. Dungarees worn by Sailors of the Continental Navy were cut directly from old sails and remained tan in color just as they been when filled with wind. After battles, it was the practice in both the American and British Navies for Captains to report more sail lost in battle than actually was the case so the crew would have cloth to mend their hammocks and make new clothes. Since the cloth was called dungaree, clothes made from the fabric borrowed the name.



Navy Dungarees (circa 1917)



ASSOCIATION MEMBER IN THE SPOTLIGHT

Steve Riddle

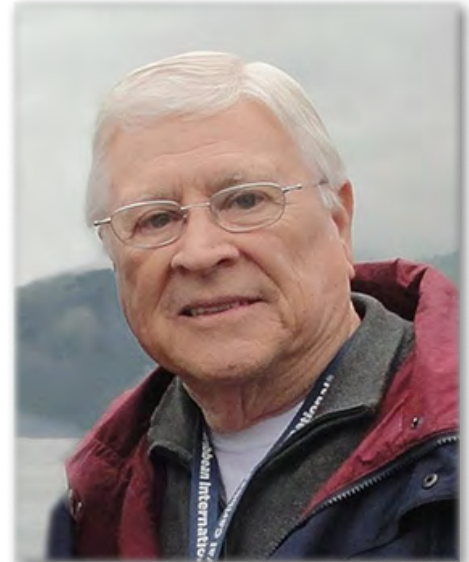
The third of eight children, Steve Riddle was born to Roy and Amanda Riddle in August 1941 in the small town of Italy, Texas. Steve's Dad was a farmer/rancher and, because the family lived so far out in the country, Steve was born at home. His early school days were spent in a one-or-two room schoolhouse in Draw, Texas. He distinctly recalls that the teacher lived in a house next to the school and, on particularly cold days,

classes would be held in the teacher's house where it was warmer. After the third grade, Steve entered the Tahoka, Texas school system, graduating from Tahoka High School in 1958 at the age of 16.



Steve in Navy Boot Camp circa 1958

In August of that year, after turning 17, Steve entered the US Navy and spent the next three months in San Diego, California where he went through basic training. Immediately after graduation from basic training, he shipped out to Norman, Oklahoma and eight weeks at NATTC (Naval Air Technical Training Command) AN(P)



Steve Riddle Today

(airman prep) school. The course of instruction was designed to prepare a trainee for advancement to AN (Airman). Within two years of Steve graduating from Norman, the base was closed down and the land was handed over to the University of Oklahoma. From Norman, it was on to NATTC Memphis, Tennessee and six months of Aviation Electronics School.

Steve joined the Pelicans of VP-45 in Bermuda in 1959 where, as the junior crew member, he was responsible for operating the radios requiring a quick stint at Morse Code School in Norfolk, Virginia. He fondly recalls his times flying with Crew 9 (LCDR Hausler, PPC) and fellow Association members Charles Knott, Dave Sanderson, and Jim Spotts, as well as Crew 1 (CDR O'Bryan, PPC and Commanding Officer) and Association member Bud Shaffer (Plane Captain). In Steve's own words, "VP-45 and Bermuda made for a real adventure for a young, single guy."

One night in September 1961, Steve and his crew were out tracking a Soviet trawler. The weather and sea conditions were abysmal. Right on schedule, his crew was relieved by PJ Imhoff and Crew 3. Sometime after the relief on station, Crew 3 was forced to ditch in the stormy Atlantic (Click [HERE](#) for that story). Steve recalls being

brought to the hangar deck early the next morning and the Commanding Officer (and Association member), CDR A.S. Lee, informed the squadron of the situation surrounding Crew 3 and that a communications search had begun. Fortunately, PJ and the other survivors of Crew 3 were picked up by the SS *African Pilot* later that morning after nearly 12.5 hours in the water.

Life in the squadron was not all spent on Bermuda. Steve participated in visits to Puerto Rico, Guantanamo, Norfolk, Corpus Christi, Pensacola, Trinidad, Key West, Jacksonville, and Quonset Point. His crew participated in one detachment operating with the USS *Albemarle* (AV-5) at the mouth of the Rappahannock River where it enters the Chesapeake Bay. Curious how the other half lived, Steve spent one night on board the tender and realized shipboard life was not for him. It was just too noisy with the constant hum of shipboard machinery and turnouts over the 1MC at all hours of the day.

VP-45 was one of the first squadrons to receive Julie and Jezebel when the squadron upgraded from the P5M-1 to the P5M-2 aircraft. As such, the squadron was a part of Task Force Delta during Steve's tour. The task force was charged with developing ASW tactics so the squadron had the opportunity to work a lot with submarines.

In 1962, at the end of his tour with the Pelicans, Steve decided to leave the Navy and return home to Texas. He entered Texas Tech University in Lubbock, Texas and graduated in 1967 with a Bachelor of Science degree in Electrical Engineering. Upon graduation, Steve took a job with General Dynamics (later Lockheed/Lockheed-Martin) in Fort Worth next to Carswell AFB (Naval Air Station Fort Worth Joint Reserve Base, Carswell Field since 1994). Steve remained with the organization until his retirement in 1997. While there, he worked on some of the Air Force's

"The Association was a great discovery for me. I never dreamed that I would see squadron mates again. Now, many of us and our wives are great friends and look forward to seeing each other every two years. It's also refreshing to keep up with the squadron as it is today."

most cutting edge aviation technologies starting with analog integration and radar cross section (RCS) testing for the F-111 Aardvark. Later, he held



Though an Ex-Navy Man, Steve found himself in charge of the F-16 Program at General Dynamics.

various positions as Engineering Group Supervisor, Assistant Project Engineer, Project Engineer, and Engineering Project Manager for the F-111 as well as the F-16 Fighting Falcon.

Just at the time Steve's work with the F-111 was winding down, General Dynamics experienced a serious 80% drawdown of their workforce. Fortunately for Steve, the USAF had a simulator laboratory at General Dynamics and Steve joined a team that developed threat radar simulators that were used at the Air Force's test ranges at Nellis AFB, Nevada. Nellis AFB is the Air Force's equivalent of NAS Fallon, Nevada – it's where all USAF combat

aircrew train in tactics and threat suppression. This was at the height of the Vietnam War and at a time when enemy surface-to-air missiles were taking their toll on American fliers. The big threats of the day were the SA-2 Guideline, SA-3 Goa, and SA-6 Gainful. The threat

radar simulators that Steve and his team worked to develop were instrumental in saving the lives of many combat aircrews.

Steve also worked on other Strategic Air Command

(SAC) test ranges in Montana and Wyoming as well as for the Navy at NAS Fallon. His last few years were spent modifying existing aircraft to perform special missions.

While at General Dynamics, Steve met his wife Nicki who was in engineering admin. They were married in 1978 and together have four children and seven grandchildren. One of their grandsons entered the Marine Corps this summer and Steve's convinced that he's more prepared for USMC boot camp than Steve ever was for his time in San Diego!

After retirement, he worked a bit as an independent contractor. "Nicki and I are always busy" taking care of the grand kids and traveling. He's proud of the fact that he helped to homeschool one grandson for four years of high school mathematics. He loves spending time at the gun range and his brother-in-law, himself a competition shooter, teaches Steve a few things whenever they have the opportunity to go to the range together.

About 18 years ago, he was surfing the internet looking for information on VP-45 when he found information about the 1998 Pensacola reunion. He and Nicki were planning a trip to Florida at the time so they decided to swing through Pensacola and attend. He was incredibly nervous about attending because he didn't think he'd know anyone there. However, it wasn't long before he met two of his old squadron mates who made him feel right at home.

At the time Steve joined the Association, Charlie Caldwell was looking for someone who could relieve him. When he was told what the Secretary's duties were, especially writing the newsletter, Steve thought it should be someone who had been in the Navy longer than he had and perhaps even a retiree. Mort Eckhouse got in the game but it was Charlie who really started working him over (Charlie had already been in the job for ten years and was ready for a well-deserved change).

If you've ever worked with Charlie, you know it's hard to resist. Steve took over as Secretary in 2002 at the San Diego reunion and says he felt privileged to work with a great group of officers all of whom

helped him out immensely and were a lot of fun to work with. "In the beginning, I could not have kept up with the newsletter without a lot of help from Chuck (Charlie) Caldwell and Dave Johnson. My sweet wife Nicki was always a big help. When it came time to mail newsletters we would rent two movies and watch them as we sat on the floor sorting and bagging over 400 newsletters and rosters every six months!"

He has fond memories of working with John Chappell as President and Leo Cimino as Vice-President. When John had to step down due to health problems, Leo stepped up and filled both sets of shoes. Then there was Dave Johnson who was Treasurer until relieved by PJ Imhoff. Later Leo was relieved by Gene Graham as President and Jim Means as Vice-President. Steve served as Secretary for eight years and during that time created the first VP-45 Association Web Site. He was finally relieved of that duty in 2012 by Bill Hobgood.

He still loves hearing about the careers of "Junior Officers" such as Bill Pendley, Rick Mays and Bill Rodriguez as well as the many enlisted members of our Association. "The Association was a great discovery for me. I never dreamed that I would see squadron mates again. Now, many of us and our wives are great friends and look forward to seeing each other every two years. It's also refreshing to keep up with the squadron as it is today."



Steve and Nicki Riddle During a Recent Visit to Alaska



AT THE TOP



The current Commanding Officer of the World Famous “Pelicans” of Patrol Squadron Forty-Five is CDR John Weidner, USN.



A native of Harrisburg, PA, CDR Weidner enlisted in 1988 and, as an AT, served with Helicopter Anti-Submarine Squadron Light FOUR TWO (HSL-42) at NAS Mayport, Florida. He completed underway deployments and supported Operations DESERT SHIELD, DESERT STORM, and SUPPORT DEMOCRACY.

In 1994, Commander Weidner reported to NATTC Millington, Tennessee as an “A” school instructor. Attending evening and weekend classes, he earned his Associates degree in Electronic Technology and later earned his B.S. in Industrial Engineering Technology from Southern Illinois University in September 1996.

Commander Weidner was selected to OCS in May 1997. Upon commissioning, he reported to Pensacola, Florida for flight training and was designated a Naval Flight Officer in October 1998. His first squadron assignment was with VP-10 at Brunswick, Maine. He completed deployments to Roosevelt Roads, Puerto Rico and Sigonella, where VP-10 supported Operations ENDURING FREEDOM, DELIBERATE FORGE, and JOINT GUARDIAN. In 2003, Commander Weidner reported to Patrol Squadron THIRTY (VP-30) Jacksonville, Florida as an FRS

Instructor and earned designations as Fleet NATOPS NFO Evaluator and FRS Instructor Under Training (IUT) Instructor.

He served as an Aircraft Launch and Recovery Officer or “Shooter” aboard USS ENTERPRISE from October 2005 to May 2007. He deployed with ENTERPRISE in 2006 and conducted operations in the FIFTH, SIXTH, and SEVENTH Fleet.

Then CDR Weidner attended the U.S. Army Command and General Staff College in Fort Leavenworth, Kansas. He also attended Webster University while there and received an MA in Human Resources Management. In 2008, CDR Weidner was assigned to Patrol Squadron EIGHT (VP-8) for his department head tour. He completed two FIFTH Fleet deployments and conducted flight operations in support of Operations ENDURING FREEDOM and NEW DAWN.

He was then assigned to USSOUTHCOM in Miami, FL on the Commander’s Special Staff. Following his tour at SOUTHCOM, Commander Weidner completed transition training to the P-8 Poseidon at VP-30.

CDR Weidner enlisted in the Navy in 1988 as a young 18 year old. Over the next 20 years, all the while on active duty, he earned his Associates, Bachelors and Masters degrees.

In May 2014, CDR Weidner assumed the duties of Executive Officer, VP-45, and in May 2015 he “fleeted up” to the position of Commanding Officer.

Commander Weidner has been awarded the Defense Meritorious Service Medal, Navy and Marine Corps Commendation Medal (5 awards), Navy and Marine Corps Achievement Medal (3 awards), and various other unit awards.

He is married to his wife Crystal and they have six children; their son Shawn and daughters Marissa, Brooke, Jessica, Ella, and Lauren.

FROM THE WEBMASTER

By: Bill Hobgood

About five years ago, I was asked to take over the duties of WebMaster from Steve Riddle, who constructed the original site some years before. I completed the “all new” Association website about a year later and I was officially elected to the rank of Association Officer (WebMaster) at the 2012 Mobile Reunion.

I have had an absolute blast creating and maintaining the site and also participating with Jack Keane in the production of his marvelous “Pelican Post” Newsletter. Jack gives me pretty free reign with the technical layout artwork and graphic design. I also get to write some of the articles.

So...I said all that because, looking forward, I will someday need to be replaced. My current intention is (if I, in fact, continue to be re-elected) to stay on as WebMaster for another five years; until the 2020 reunion....I'll then be 72.

As our membership begins to encompass younger squadronmates who were fortunate to spend a greater part of their lives employing computer technology, I suspect there are some special members out there who are way more technically qualified than I and could easily take over this position. And, you will inherit a fully functioning website that will require little effort to maintain; unless, of course, you have a creative streak and a need to “improve stuff!”



With the office, you will also receive a copy of Adobe Dreamweaver (website construction/maintenance application) and Adobe InDesign (Newsletter software). By then, the Association will likely need to purchase newer versions for the new WebMaster.

So, lots of time to think about it. If you have the desire to serve the Association by being part of arguably the finest Navy Squadron Association team in existence, let me know. I'd be happy to discuss details via phone or email: hobgood.bill@gmail.com.

SECRETARY'S PODIUM

By: Jack Keane

I have “lost contact” with these 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 Loc
Alvin Rotering	New England, ND
Mrs. Beatrice E. Brantley	North Arlington, VA
Mrs. Jan Carmichael	Winter Haven, FL
Peter W. Kline	Anaheim Hills, CA
Mrs. Megs Sorenson	Calistoga, CA

In this issue's Recommended Reading section, we highlight two books either written or recommended by our 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.

We're always looking for your comments on how we can make the “Pelican Post” a better publication. Just send your comments to me and I'll ensure they're included in the “Mail Bag” section.

Finally, as you are most likely aware, we have posted some of our cruise books on our website at http://www.vp45association.org/archives/cruise_books.html. Most recently, we received cruise books from Jack McCourt, Gene Chittick, Bob Moncrieff and Kathy Adams. Take a look at what we have and, if you have a cruise book that is not currently on our site, consider sending it to me at my address located in the roster. I will copy it and return it to you, and Bill Hobgood will ensure it gets posted online.

A SEA STORY

A Selection From Our Website “Sea Story” Page

Author: Michael Crow

“Tall Tales from Vietnam - 1968”

I was the senior medical corpsman attached to VP-45 when we deployed to Southeast Asia in December 1968; I worked under the squadron Flight Surgeon, Lt. Cox.



When we arrived at Sangley Point, Philippine Islands, half of the squadron (and I) went on to U-Tapao, Thailand. Thailand was a beautiful country but there was not really much to do after work. There was an outdoor theater on the beach, at the end of the airstrip, but with the B-52's taking off all the time, you kind of lost the sound every thirty minutes or so. Another choice was the EM club where beer was ten cents a can and mixed drinks were twenty five cents; Happy Hour was 2-for-1 so the mixed drinks became 12.5 cents and a beer was a nickel...this was not necessarily a good thing. Several good shows and performances were put on each month. Bob Hope was there with the “Gold Diggers” for a Christmas show and the “Red Dart” VP-45 Banner was hanging on the stage for all to see.



As the squadron Corpsman, I was not required to fly; but the CO allowed anyone that wanted to take a flight as an “observer,” to catch a hop. This entitled us to combat pay for the month since we were flying recon off the coast of Vietnam. It also allowed us tax free pay for that month, so I tried to make a flight each month. In fact, I had a total of 18 flights while there for my four month tour.

I worked my sick call and aid station on day shift and would fly the night missions whenever I could. These three short stories come to mind and stand out in my memory:

The Phantom: We would fly darken ship when flying over Vietnam, going from Thailand to the coast of Vietnam and back. Of course, that means that there were no lights on the outside of the aircraft and all curtains pulled tight over the windows. I was sitting in the flight engineers seat behind the pilot/copilot while the engineer was in the head. We were half way across Thailand when the pilot said, “What is that ahead of us in the distance?” By the time he finished that question, a jet aircraft roared past our left wing tip at full throttle, almost taking us out of the sky, it seemed. We watched as he circled and came right for us again. The conversation in the cockpit went wild and the consensus was that he had his radar in a search mode looking for a target and that he was not even aware that we were around.

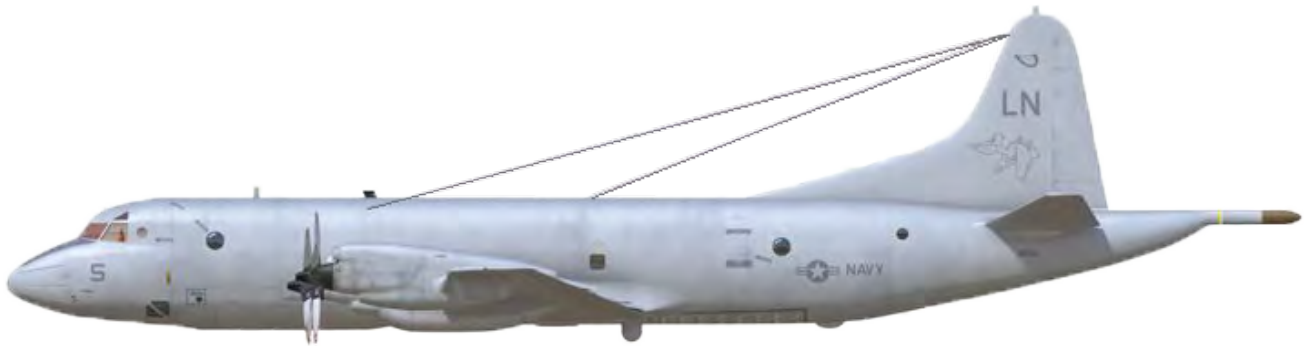


Our pilot immediately ordered that all curtains be pulled back and he lit every light on the P-3 that we had. This included the search light under the right wing (that lit up the world). There was no way that fighter (turned out to be a US F-4) was not going to see us from that moment on. We proceeded to our station without incident and remained fully lit until we got to the coast. That Phantom was really moving! How lucky we were that night.

The Antenna Wire: As I said earlier, I would fly as an observer so I really had no assigned duties on the flights. I would sleep a lot since I had to work sick call the next day. One night, I was in a sound sleep by the emergency exit hatch over the left wing when I was nudged but the flight engineer to wake up. Seems that one of the two HF radio antenna wires that ran from the cockpit to the tail had broken off

or come loose from the tail. It was banging against the side of the fuselage and there was a fear that the wind would whip it out into one of the propellers and do real damage.

and ground. I saw it! It was a faint orange glow leaving the ground. The light was so faint but without question it was a fire from the tail of a missile. We had already started evasive action by full throttle



A late model Squadron P-3 showing the location of the two HF antenna wires and the port side overwing hatch.

The solution? We slowed to 120/140 mph and dropped to 50 feet above the ocean. The flight engineer put on a May West jacket, tied a rope around his waist and grabbed a blanket to protect his arms and hands from the wire. We opened the over-wing hatch and he took a blanket with him as he got out on the wing. Leaning against the side of the fuselage, he raised his arms as high as he could (with the blanket) and caught the antenna. Coming back inside, he pulled the wire in behind him and shut the door on it.

What we do as young men and women in the service and never think about it!

(Note from WebMaster: Confirmation from another source is required for this sea story to be deemed “true.”)

Locked On and Tracking: Finally, and I mean finally, because this was my last flight; we were flying “over country” one night when the ECM fire control lock-on alarm sounded. A SAM had locked on to our fuselage and the alarm is one that I will never forget.

Of course panic shot though the ship and the pilot squawked over the headset, “Somebody find it and tell me where it is.” I was sitting by the starboard aft observer window and like everyone else I searched the sky

at what seemed to me as a 75 or 80 degree pitch straight up. As a ‘ground pounder’ I don’t know the angle, but it was steep. The ceiling for the SAM was 10,000 feet and we just had to out run it to that ceiling. I yelled out that it was off starboard and behind us. Of course, I was able to watch it make it’s maximum arch and fall back to the earth. That was the last flight I made as a volunteer observer. I have several other war stories about that short four months but since space is limited I’ll stop at three. It was an exciting part of my life but one that I wouldn’t want to do again.

HMC Michael Crow, USN (ret), served with VP-45 from July 1968 until April 1969



Very rare shot of a VC SAM being launched at a VP-45 P-3.



SAILOR OF THE YEAR



The World Famous “Pelicans” Sailor of The Year for 2015 is Aviation Structural Mechanic –Equipment (AME) 1st Class Scott Walker, USN.



A Corpus Christi, Texas native, U.S. Navy Aviation Structural Mechanic –Equipment (AME) 1st Class Scott Walker, the Maintenance Control Night Check Supervisor for Patrol Squadron (VP) 45, is a 2000 graduate of Incarnate Word Academy, Corpus Christi, Texas.

Scott entered the Navy in 2005 and completed AME “A” School immediately following boot camp. As an AME, Walker supports the Squadron’s mission by maintaining and repairing utility systems throughout the aircraft. He works on, maintains and repairs systems such as air conditioning, heating, pressurization and oxygen, plus multiple safety devices.

During his 10 years in the uniform, Walker has, from Nov. 2005 to Feb. 2006, served at AME “A” School and P3 “C” School in Jacksonville, Fla. After completion of that intensive training, Scott reported to VP-5 where he served for two years and deployed to Sigonella, Sicily in 2007. After VP-5, Walker attended the Oceana Center for Naval Aviation Technical Training Unit F-18 “C” School for that three month course. After his F-18 training, he was assigned to Strike Fighter Squadron (VFA) 106 in Oceana, Va. in June of 2008 for another two year sea tour. After his time with the fighter community, he reported to his current assignment with VP-45 in 2010. While with the “Pelicans,” Walker has deployed to Sigonella, Sicily in 2011 and to Okinawa, Japan for both the 2012 and 2015 WestPac deployments. During his deployments, Scott has visited France, Greece, Malaysia, Philippines, Portugal, Russia and Ukraine.

At VP-45, Walker is a collateral duty QA representative where he is in charge of the inspection and quality of materials; verifying they are free from defects. Additionally, as assistant drug and alcohol program advisor, he supports fleet readiness by fighting alcohol abuse and drug use. Scott is also the president of the VP-45 First Class Petty Officer’s Mess; thereby organizing special events and giving support to the community while at the same time promoting command policies and providing a valuable link to junior sailors with mentorship, guidance, and direction.

Walker’s military awards and decorations include six Navy and Marine Corps Achievement Medals, the Sydney Smith Leadership Award for 2015, VP-45’s Sailor of the Quarter (2nd quarter) and qualifications as a plane captain and an aviation warfare specialist.

Scott Walker has been decorated six times with the Navy and Marine Corps Achievement Medal and, with VP-45, has qualified as Plane Captain and Aviation Warfare Specialist.

Walker currently has an associate’s degree in liberal arts from St. Leo University and will finish his bachelor’s degree in criminal justice in 2016.

A Special Report

The Crash of LN-20

Author's Note: This "Special Report," about the 1969 mishap that occurred in Adak, was originally going to be in our one page "Sea Story" section. After conversing with two of the pilots aboard that aircraft that day, I decided to make it a "Special Report" article. I have taken, and am grateful for, the recollections of Bob Hartl and Randy Hotten (both first tour pilots) along with other research data to come up with this story. I have also included some minor fabrication and employed literary license, to provide background, fill in missing data or connect recollections, that may be in error or not completely factual. For that I apologize in advance.

By: Bill Hobgood

The weather was clear on June 1st of 1969 but there was a substantial crosswind as the P-3A (BUNO 151363) approached the runway at NAF Adak, Alaska. Both pilots noted the lack of surrounding vegetation and color; the entire base seemed to be white, brown and shades of gray. Early summer outside air temp was a nippy 45 degrees. This environment would be new to the crew aboard LN-20 as VP-45 was a Jacksonville based squadron and had just completed six months deployed to the sweltering hot Sangley Point naval air station, located on that spit of land jutting into Manila Bay, Republic of Philippines.

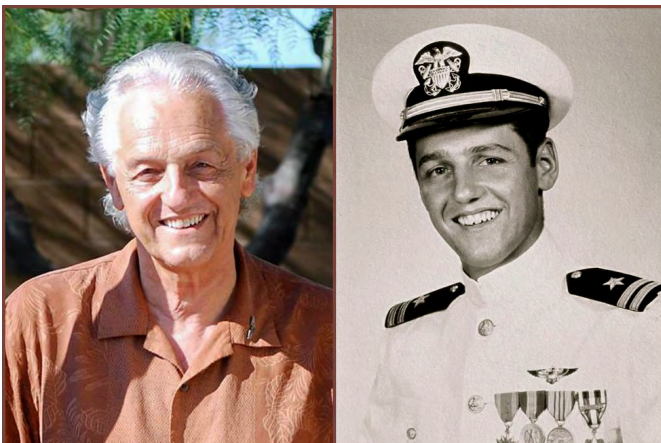
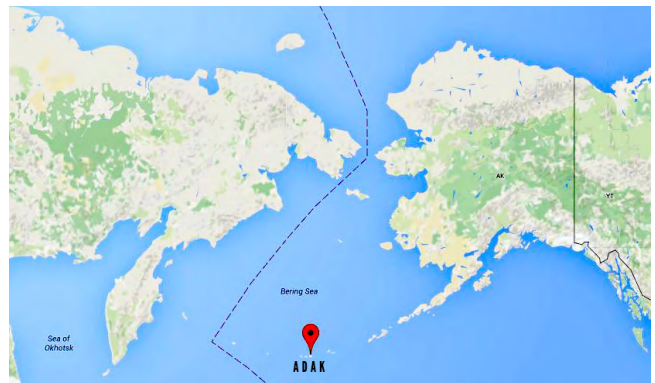
In 1969, the conflict in Vietnam continued to rage. For a period of time, even the East Coast based P-3 squadrons got their turn in the barrel with a "West Pac" deployment...aiding 7th Fleet forces in the South China Sea operation named "Market Time." This operation was essentially an effort to blockade the vast South Vietnam coastline against North Vietnamese trawlers that could carry several tons of arms and ammunition in their hulls. P-3s were an essential airborne asset in this surveillance effort.

But it was now over and, after turning over Sangley Point duties to VP-22, the squadron's crews and aircraft migrated back to Jax via Adak. Crew 20, the XO's crew, was aboard LN-20. The XO and PPC, CDR Ralph Mason, straightened the nose, neutralized the rudder and expertly touched down just past the numbers. He could still feel the push of the crosswind on rollout as he smoothly pulled the power lever back over the ramp and into reverse. It was 1300 local time and they had 18 hours on deck before an early morning takeoff the next day.

The aircraft was parked and secured in accordance with SOP, including additional tie downs due to the consistent high winds in Adak. As the rest of the crew gathered up their stuff for a brief RON, the Flight Engineer

remembered to check the local Maintenance Requirement Card. The MRC required that securing the aircraft in high winds included that the props be feathered and, to save battery charge, the power levers be pushed all the way forward (out of pitchlock reset range). Additionally, since the battery could be drained if someone later messed with the power levers, the Pitchlock Reset circuit breakers in the Flight Essential DC Bus had to be pulled. All that done, the crew headed for their respective quarters for check in and then to the clubs. Preflight was early the next morning.

0500 came early but, not being a tactical mission, preflight consisted of nav planning, fueling, filing and the FE's getting the airplane ready. Since, in those days, P-3 squad-



Bob Hartl 2015 & 1969



LT Bill Dailey (TACCO)

rons had nine aircraft and twelve flight crews, there were extra passengers from other flight crews with Crew 20. LT Robert Hartl, a 26 year old 2P was the normal co-pilot for Crew 20, LTJG Randy Hotten was the 3P/Navigator. Since the XO was the senior officer of the three plane VP-45 group taking off that morning, LN-20 would be first to depart.

Sometime earlier, the FE's had brought the props out of feather, removed the tie downs and placed the power levers in the correct position for engine start. The crew TACCO, LT Bill Dailey, briefed the nav route, reviewed safety procedures and assigned ditching stations to the extra passengers.



Randy Hotten 2014 & 1969

The airplane had max passengers, a full bag of fuel, lots of WestPac "gee-dunk" and was heavy. The XO told his 3P, LTJG Randy Hotten, that he would be making the takeoff from the left seat and the flight station crew started the checklists. Engine start, receipt of updated weather and clearance went normally. LN-20 was cleared to taxi and was number ONE for takeoff.

At 0800 local, weather was a broken layer at 1000' with good visibility for takeoff; wind was out of the south at 15kts. LT Robert Hartl recalls: "Looking out the window just before proceeding to my seat at the nav station, the sun's first light was illuminating the hills. Knowing this was the last leg in a six month deployment filled all of the crew's minds and was reflected on all of our excited faces." The TACCO ensured all crew, passengers and loose equipment were secured and, after strapping in himself, reported to the PPC that Condition FIVE was set for takeoff. Proceeding to runway 18, LN-20 was instructed by the tower to "position and hold" and one minute later was cleared for takeoff. The take-off



LN-20's Sister Ship (LN-21)

checklist had been completed and all four power levers were advanced to take-off power, brakes on...the aircraft shuttered and vibrated with the increasing engine RPM; 12,000 plus shaft horsepower came on line as the four big props bit into the morning air. Randy Hotten let go of the brakes and there followed a lurch and a roar as LN-20 began accelerating to a computed (heavy) takeoff speed of 140kts.

In the flight station, young Randy Hotten kept the accelerating P-3 on center-line with a little nose wheel steering until the rudder became effective. The XO, acting as co-pilot, called the speed at 80kts, then "Refusal" and finally "Rotate" as the lumbering Orion reached takeoff speed. Just as Randy Hotten pulled the yoke back and felt the nose lift, there was, what was reported as, a "loud sound or explosion" followed by additional light and a rush of air in the flight station; all of which completely startled the cockpit crew. CDR Mason, in the right seat - an experienced pilot with over 6000 hours of flight time, verbally took control of the aircraft and, anticipating a serious aircraft failure, immediately elected to abort the takeoff. He grabbed the four big power levers



XO: CDR Ralph Mason

and pulled them fully back, over the ramp and into reverse. Engine instruments indicated low fuel flow, low turbine inlet temp, zero shaft horsepower and near 100% RPM.

The four big props did not change pitch into reverse as the XO was expecting and the flight station crew thought the engines had mechanically decoupled from the props...the aircraft was not slowing and they were going to run out of runway. Both pilots went for full wheel braking but the aircraft was still just going too fast and, given its weight, was clearly going off the end of the runway and into the ocean. Shaft horsepower was now increasing and the XO realized his main priority now was to somehow stop the aircraft before it went into the water. He decided to take the aircraft off the left side of the runway and attempt to change the direction it was traveling away from the water. At some point, as the P-3 entered a low, ditch like, area, the nose yawed right, two big props bit into the dirt and the starboard wing was ripped away from the fuselage. The wing fuel tank ruptured and thousands of pounds of, now uncontained, JP-5 fuel burst into a huge orange and black fireball. Seconds before, as the aircraft left the runway the XO had called for all four engines to be "E-handled." The Flight Engineer, already leaning forward as the aircraft decelerated, grabbed and pulled the E-handles for engines numbers 1 and 4. Since, by this time, the number four engine had departed along with the starboard wing, the #4 E-handle came all the way out past the FE's right shoulder with about seven feet of cable attached.



LN-20 at rest with fire out (likely at least a day later). Note that landing gear had collapsed and port wing relatively undamaged.



Fuselage and port wing still covered with foam. Though the landing gear had collapsed, both propellers seem to have cleared the terrain.

left, was still running at high RPM. The flight station pilots and FE, unstrapped and exited the aircraft via the cockpit escape hatch. Randy remembers: "The hatch was about 8 feet off the ground but the thought of being burned to death caused us to really hurry our exit. That resulted in our taking the most expedient of escapes – head first all the way down."

Robert Hartl, the crew's actual copilot was back in the "tube" through all this. He recollects:

"Takeoff roll and acceleration seemed pretty normal; at least as normal as it can be for a pilot when

There was still a tremendous amount of noise, and with the aircraft now successfully stopped, Randy Hotten looked up and realized that the overhead smoke removal hatch had blown open and the number two engine, just to his



The starboard wing (sans propellers) rests at some distance from the rest of the aircraft.

sitting in the back facing backwards. Suddenly, there was an unexpected loud noise from up forward, followed shortly by silence as the engines were transitioning from full forward thrust to reverse thrust. As I looked over my shoulder toward the cockpit I saw that our second flight engineer, “Frenchy” Lavigne, had unfastened his seat belt and was attempting to assist with the emergency. As suddenly as “Frenchy” got up, he just as suddenly whirled and returned to his ditching station, at the forward observer’s seat, wearing a terrified look on his face. I could feel the aircraft decelerate slightly and



Some weeks later, radome, port wing and engines 1 and 2 have been removed (salvaged?).



This image shows where the starboard wing separated from the fuselage.

I fearfully sensed that the cockpit situation was deteriorating rapidly. Almost simultaneous with that thought, there was a severe lurching and bouncing of the aircraft and frightening bumping, scraping, pounding noises that lasted a number of very long seconds as the aircraft left the runway at about 120 miles per hour. My heart nearly stopped as I saw orange flashes of light illuminating the inside of the cabin. The flashing was caused by electrical sparks and fuel that had ignited into a tremendous fire as the right wing violently separated from the aircraft. Finally, all movement and unusual noise stopped and there was relative silence.

that this seemed like a marvelous idea, given the circumstances, my good friend, (TACCO) Bill Dailey, and I ran toward the same exit... We arrived in the opening simultaneously. As we attempted to squirm through the small exit I realized that one of us had to take a step back. The slapstick scene ended when I gave him a push out of the door onto the left wing. I then noticed that there was still a huge amount of noise and that was because the two engines on the remaining wing were still running at near full power. Bill was immediately blown off of the wing on to the ground. That suddenly seemed strange because, upon aborting the takeoff, the pilot should have put the engines in reverse and the props would have been “blowing” air to the front of the plane. Fortunately for us at that moment, the props were still in a forward thrust situation, as if they had pitchlocked before entering reverse pitch. Had the props actually been in reverse, we likely could have been sucked into the blades instead of being blown off of the wing. I followed Bill Dailey onto the wing and was likewise immediately blown aft to the tundra.

“My adrenaline was flowing as I spotted one of my fellow crew members running toward the port side over wing escape hatch. Thinking

“I tried to stand up but was again immediately blown down on the ground by prop wash. My brain was having a hard time taking in all that surrounded me. A crashed aircraft, the pungent smell of both burning and raw JP-5, the heat from the huge fire about 50 feet away, my worry about who had been killed or burned and the fact that I was still very much unhurt and alive. I crawled about twenty feet, until I could stand up and then ran about another seventy-five feet away from the airplane. I looked



LN-20, all alone in Adak, rests alongside the runway. For some period of time, the hulk was used to train emergency and fire fighting crews.

back and saw the huge furrow marks the wheels and landing gear had made in the ground. The aircraft was being consumed by flames as huge columns of black smoke rose up into the air. Fire trucks arrived in a short time and their crews spewed great streams of white foam on the flaming wreckage in front of our stunned faces. It seemed like it did not take too long to extinguish the fire.”

The guys from the flight station joined the rest of the crew a couple hundred feet from the wreckage and the TACCO did a head count. Amazingly, everybody was accounted for and no one was complaining of any injury. Considering the condition of the now smoldering LN-20, this seemed incredible. Crewmembers credited their PPC and XO, CDR Ralph Mason for his strictness in emergency drills, NATOPS study, general flight crew training and, specifically in this case, that all flight crew and passengers were strapped in with helmets on. The Adak tower dispatched a crew bus to the scene and the crew was whisked off to the hangar from which they had departed earlier.

Since LN-20 was the lead aircraft in the three ship takeoff, their fellow squadron mates had a ring side seat for the takeoff that ended in a ball of flame and disaster. Not sure how to proceed, both of these crews taxied back to the VP hangar, expecting to hear which of the crew had not survived. What followed were euphoric hugs and back slapping as the news of no injuries was passed about.

The crew aboard LN-20 that day remained in Adak for a number of days to assist investigators with the mishap investigation. Once released, Commander Patrol Wings Pacific directed that one of the Moffett Field based P-3 squadrons provide the aircraft necessary to ferry Crew 20 back to Jacksonville for a belated, but joyful, reunion with their families.

Author's Second Note: As for me...well, I was just graduating from college and getting ready to finish my AOCS officer training when all this happened, but I do recall with great clarity that when I arrived at VP-45, 22 months later, I was assigned to Crew 20; and the LN-20 mishap (and particularly the pitchlock reset issue) were still hot topics. I spoke with retired CAPT Don "Cheeks" Hefkin (former RAG Skipper and VP Wing Commander) recently while writing this article. He told me that four years later (after this crash), when he was an instructor pilot at VP-31, lessons learned from this mishap were incorporated into the syllabus for pilots and FE's - including NATOPS check rides. Specifically, by the time a pilot made PPC and a FE became a qualified FE, all had experienced the unexpected opening of the smoke removal hatch during take-off at a critical speed.

Also, though I attended the Navy's Aviation Safety Officer School and was qualified at one time to investigate aircraft mishaps, my intent here was never to analyze cause factors, identify errors or assign blame. Besides, I did not have access to the formal mishap report. The story is just fascinating (at least to me) and I thought our members might find it interesting.

That said, the easy analysis of this mishap is that it started with a crew, unfamiliar with the blustery Adak environment, forgetting to reset a couple (pitchlock reset) circuit breakers. Yet this would never have been an issue or a problem on takeoff had the smoke removal hatch not deployed right at liftoff and the takeoff aborted. I believe what is important is that CDR Mason's decisions and skill with the aircraft, after the abort, saved everyone's life. That, perhaps, is what we should take away from this mishap...and 46 years later, is really all that matters.

Bob Hartl (the crew's copilot who was in the Nav seat) provided a great deal of the information for this story. He went on to fly and captain Delta Airlines commercial aircraft for many years. He now lives in Scottsdale, Arizona and is a sculpture artist. After a full career in the Navy, CAPT Randy Hotten (who made the takeoff) lives in Belleville, Michigan and is a Life member of our Association. Randy provided background details and most of the post mishap photos for this article.

For those who would like to comment on this article, please do. Send your comments via email to our Secretary Jack Keane (jack_keane@verizon.net) in the form of a "Mail Bag" letter.

For those who have additional interest in the Pitchlock and Pitchlock Reset functions of the T-56 engine, see the following article.



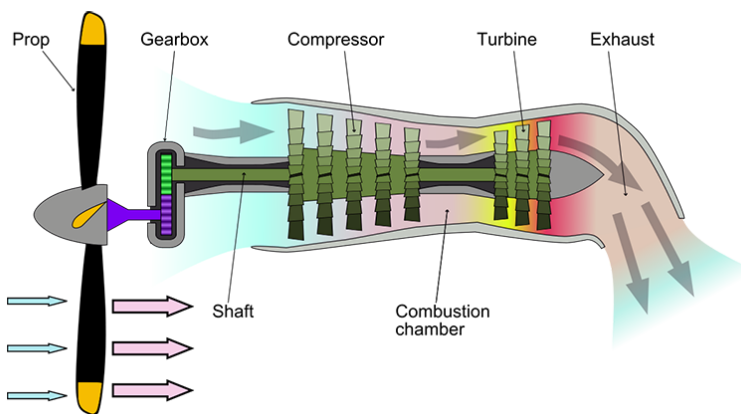
This was the official (but never officially approved) logo and patch for VP-45 in the late 60's.

TECH NOTES

The T-56 Engine and Pitchlock

By: Bill Hobgood

The P-3's T-56 turbo-prop engine essentially turns that huge propeller at a constant 100% RPM. During flight, moving the cockpit power levers forward or back, to increase or decrease the aircraft's speed or altitude, does not change propeller RPM, it changes



Basic Turbo-Prop Engine. Note the engine drives the propeller via a gearbox.

the pitch (blade angle) of the propeller blades. A "prop governor" hydraulic system maintains the propeller at a constant 100% RPM at any power (lever) setting in the normal operating (flying) range. There are some conditions, like failure of the prop governor just mentioned, that might cause the propeller to overspeed. Propeller overspeed is NOT a good thing. If a prop starts to overspeed, when it reaches 103.5% RPM, a gearing system will engage and LOCK the propeller at whatever pitch it was. It is now a "fixed pitch" prop... because the propeller has been pitchlocked!

So, pitchlock is a safety feature that jumps in and mechani-

cally locks the prop at the current blade angle (pitch), in order to prevent a propeller overspeed.

But...the pitchlock system can be a problem. Shortly after landing, the pilot pulls back the power levers "over the ramp" and into reverse; NOW the fuel control system

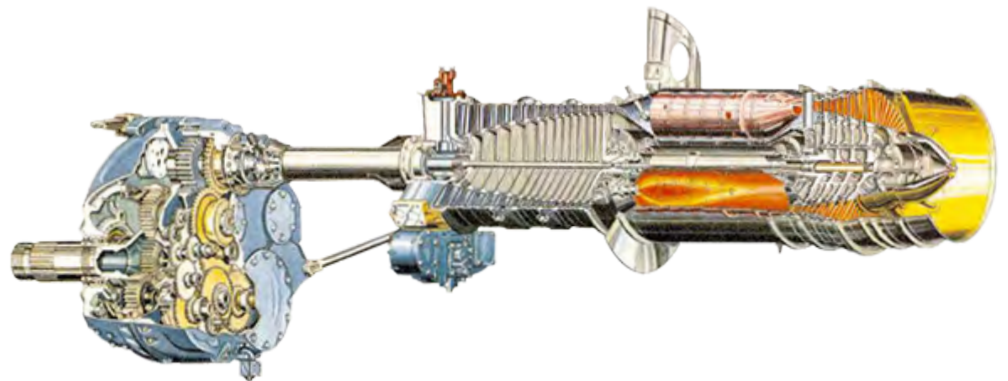
(instead of the hydraulic prop governor) controls prop blade angle. Unfortunately, the fuel control system is a little sloppy in controlling RPM. That sloppiness requires a separate electrical system called "Pitchlock RESET"

Pitchlock RESET goes into play only when the power levers are pulled "back to and beyond the ramp" – like in the landing situation just mentioned. In this condition, the prop is "allowed to overspeed" up to around 109% unimpeded. So all this pitchlock reset system does is allow some degree of additional prop RPM (109% instead of 103.5%) before pitchlock will occur.

However, since pitchlock RESET was not available to LN-20 (the circuit breakers were never pushed in), the engines pitch locked at a positive blade angle and no reverse thrust was avail to help stop the aircraft.



A HUGE Propeller!



The T-56 Engine (w/o propeller). Note the complex gearing that drives the propeller shaft. Pitchlock mechanics are located there.

COMMUNITY NEWS

Two Patrol and Reconnaissance Wings Have Change of Command Ceremonies

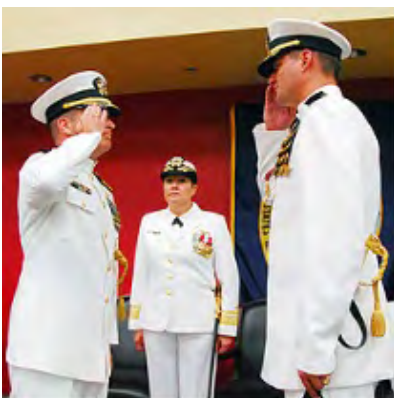
Commander, Patrol and Reconnaissance Wing (CPRW) Ten held a change of command ceremony in Hangar 6 on board Naval Air Station Whidbey Island, 3 April 2015. CAPT Vincent Segars was re-



CAPT Vincent W. Segars transfers command of CPRW 10 to CAPT Brett Mietus during a change of command ceremony at NAS Whidbey Island.

lieved by CAPT Brett Mietus as Commodore of CPRW Ten. NAS Whidbey Island has been in a state of transition for the past few months, with several key aspects of the construction going towards transitioning the base from P-3C support to the new P-8A.

On July 16, CAPT Sean Liedman was relieved by CAPT Anthony Corapi as Commander, Patrol and Reconnaissance Wing (CPRW)-11. The ceremony was held aboard NAS Jacksonville and featured an



Captain Corapi relieves Captain Liedman as Commodore of CPRW-11 on July 16, 2015.

address from guest speaker VADM Bill Moran, chief of naval personnel. Liedman was the 54th CPRW-11 and commanded since 16 Jan 2014. CPRW-11 is based ashore at NAS Jacksonville. CPRW-11's squadrons include VP-5, VP-8, VP-10, VP-16, VP-26, VP-45, VP-62, and VUP-

19. During his tenure, Wing-11 successfully executed the first four transitions from the P-3C Orion to the P-8A Poseidon – as well as completing the first three P-8A deployments to the Western Pacific and Indian Ocean regions. He was also in command for the deployment of the last East Coast-based P-3C Orion squadron, the VP-26 “Tridents.”

RADM Daniels Reports VP Force “Strong.”

In her recent reports to the Maritime Patrol and Reconnaissance Force (MPRF), RADM Sandy Daniels, Commander, Patrol Reconnaissance Group (CPRG) stated that she was pleased to report that the health of the Force remains strong. For over two years the Force has been immersed in an unprecedented community transition to the P-8A Poseidon and Tac-Mobile. By every measure, the transition is going exceedingly well with the 24th fleet P-8A delivered to NAS Jacksonville in April 2015, over one month ahead of schedule! The Force will see a total of 13 P-8As delivered this fiscal year with 16 more jets coming in FY-16. The integrated systems approach is no longer the exception but the rule as the Force works to retain and repurpose its experienced and highly-valued people to bring on even more new capabilities with P-8A Quick Reaction Capability (QRC) and Advanced Airborne Sensor (AAS) in FY-18, Triton MQ-4C Multi-INT in FY-20, and P-8A Increment 3 in FY-22.



RADM Daniels

The past year has proven exceptionally successful for the on-going Fleet transition from legacy P-3C to P-8A aircraft. Transition training is now complete for the first four fleet squadrons (VP-16, VP-5, VP-45 and VP-8). The fifth transitioning squadron (VP-10)

and Australian Cadre commenced transition training in March 2015. Two very successful P-8A operational deployments to 7th Fleet are complete and the third squadron (VP-45) deployed in February, 2015.

The P-3C Orion and EP-3 Aries II continue to remain relevant in both warfighting capability and capacity until completion of P-8A and Triton Multi-INT transition. The VP Reserve Force is demonstrating the value of its contribution to MPRF GFM capacity during P-8 transition and will fill a critical need in meeting the P-3C Littoral Surveillance Radar System (LSRS) mission until AAS is populated in the P-8A fleet. Another recent example of Reserve MPRF performance is the recognition of our Broad Arrows of VP-62 with the Humanitarian Service Medal for their support of Operation DAMAYAN Humanitarian/Disaster Relief efforts in the Philippines. The last active component East Coast P-3 squadron, VP-26, is currently on their final P-3 deployment and upon return will receive their own P-8As to wrap up transition for Jacksonville. The West Coast P-8A transition, along with the ongoing Wing-2/Wing-10 consolidation in NAS Whidbey Island, begins October, 2016.

As we enter the last phase of east coast P-8A transformation, the next big milestone is the sundown of CPRW-2 and the move of VP-4, VP-47, and VP-9 to NAS Whidbey Island, WA. In September 2016, CPRW-10 will begin to assume CPRW-2 duties as the first of three Hawaii VP squadrons returns from deployment to Whidbey Island and begins P-8A transition. MILCON to support the P-8A and west coast transformation has already begun at Whidbey



Now that all EA-6B Squadrons have been disestablished, there is more room at NAS Whidbey Island for the Hawaii Based VP Squadrons.

with construction of a new 103,000 sqft P-8A Fleet Training Center and expansion and modification of Hangars 6, 7, and 9. We will also be breaking ground on a new Tactical Operations Center this fall with extensive aircraft ramp expansion work to follow.

With two Navy MQ-4C Triton test aircraft completing cross-country ferry flights to NAS Patuxent River, PMA-262 has begun flight testing completing



Triton MQ-4C 17

the first Mission Sensor test flight on 18 April. These early test flights will evaluate the mission systems in support of Operational Assessment and fly in the adjacent restricted areas, integrating into the same active airspace shared with the P-8A Poseidon and Joint Strike Fighter. With an eye on today's growing cyber threat, the Triton Cyber team is working with OPNAV N2/N6 and the Joint Staff / J6 Cyber Division on the concept of a future Cyber Survivability Endorsement (CSE). PMA-262 has been asked to participate in a pilot program for the concept, with the intent to leverage what the Triton program has done for cyber security.

Additionally, construction of the MQ-4C Triton Maintenance Training Facility at NB Ventura County, CA, is nearing completion in preparation for air vehicle arrival to support OPEVAL in FY17. More importantly, work is underway to ensure that the Wing, Base, and Region are prepared to welcome the influx of MPRF sailors and their families that will soon be calling California and the Pacific Northwest home. This plan hinges on a community wide effort to support the move from Hawaii to Whidbey, and our team in JAX is providing lessons learned from the CPRW-5 sundown and P-8A introduction to ensure as smooth a transition as possible.

The TacMobile program is on track to support the latest configurations of P-8A, while continuing support to legacy systems until transition is complete. In order to support worldwide MPRF operations, CPRG has established the manning for 12 MTOC units, six in Jacksonville and six in Whidbey Island, as well as 6 CONUS and OCONUS TOCs. The first installation of a more modernized

network is occurring now at MTOC-1 in Jacksonville. The upgraded system delivers a smaller, lighter, faster, simplified architecture (utilizing ADNS routing) with increased situational awareness tools that enable effective tactical picture management and improved cyber security management sub-systems. TacMobile, in keeping pace with P8A sensor & systems modernizations, will be ready in September 2015 to support the first Data Storage Architecture Unit (DSAU) modified Low-Rate-Initial Production (LRIP-4) jets, which will show up on the ramp this summer. DSAU marks a significant upgrade to managing P-8A media as it will bring added capability and reliability, while reducing required media from 15 to 3 pieces per set and reduce overall weight by 120 lbs.

First P-3 Aviator Assumes Command of USPACOM

On any given morning out of the gates of Pearl Harbor, Hawaii, before the sun comes up, don't be surprised when you see and hear a Corvette zipping up the hill to Camp Smith's U.S. Pacific Command Headquarters – "I FLY P3" inscribed on the license plate. Arriving is Admiral Harry B. Harris Jr., – the new Commander of U.S. Pacific Command, the largest operational combatant command in the world.



ADM Harry B. Harris, USN, Former P-3 NFO/TACCO

On May 27, 2015, Admiral Harris was promoted from U.S. Pacific Fleet (PACFLT) and assumed command of U.S. Pacific Command (USPACOM) during a joint USPACOM / PACFLT change of command ceremony at Joint Base Pearl Harbor-Hickham. During a double-change of command ceremony, presided over by Secretary of Defense Ashton Carter and Chief of Naval Operations, Admiral Jonathan Greenert, Admiral Scott Swift relieved ADM Harris as the PACFLT commander and ADM Harris assumed command of USPACOM from ADM Samuel Locklear. ADM Harris is the U.S. Navy's longest serving Naval Flight Officer on continuous active duty service, the Gray Owl, and

the first P-3 aviator to rise to the rank of four-stars. ADM Harris' roots go back to his days as a junior officer and TACCO with the VP-44 Golden Pelicans,



ADM Harris salutes SECDEF Ashton Carter at Change of Command Ceremony.

department head with the VP-4 Skinny Dragons, and CO of the VP-46 Grey Knights – not to mention Commodore of Wing 1 – and that's just the first half of his Navy career!

PACOM is responsible for all Army, Navy, Air Force, Marine, and Coast Guard forces throughout the Pacific. Also stationed in Hawaii just outside of Honolulu, this oldest and largest of unified combatant commands is home to more than 50% of the world's population, 3,000 different languages, several of the world's largest militaries, and five nations allied with the U.S. through mutual defense treaties. Two of the three largest economies are located in the Asia-Pacific along with 10 of the 14 smallest. The AOR includes the most populous nation in the world, China, the largest democracy, India, and the largest Muslim-majority nation, Indonesia.

Navy Shift of Hawaii-Based Patrol Squadrons to Whidbey Island Set for 2016

By Richard R. Burgess, Managing Editor, SEAPOWER Magazine

ARLINGTON, Va. — The Navy has set in motion its plan to shift its patrol squadrons based in Kaneohe Bay, HI, to Whidbey Island, WA, as they make the transition to the P-8A Poseidon maritime patrol aircraft. Patrol Squadron Four (VP-4) is scheduled to change duty stations on Oct. 1, 2016, from Marine Corps Air Facility Kaneohe Bay to NAS Whidbey Island. The squadron will go through transition from the P-3C Orion to the P-8A at NAS Jacksonville, FL.

VP-4 will begin the transition as the last of six active-duty VP squadrons based at Jacksonville completes transition to the P-8A. VP-4 will join three VP squadrons at Whidbey Island and will be followed in succession by the other two VP squadrons based at Kaneohe Bay, VP-9 and VP-47.

The Navy's strategic laydown plan calls for 12 active-duty VP squadrons and two Reserve VP squadrons divided between Jacksonville and Whidbey Island. When completed, it will end more than 80 years of permanent basing of patrol squadrons in Hawaii.

NAS Jacksonville Airfield Closes for Construction

By Julie Lucas, Public Affairs Specialist, JAX AIR NEWS

Naval Air Station Jacksonville (NAS Jax) closed its runway June 8 to undergo repairs after 75 years of operation. NAS Jax runways 10/28 and 14/32 will be impacted during construction. The last re-pavement was completed in 1986.

"This construction is critical to naval operations," said NAS Jax Commanding Officer Capt. Howard Wanamaker. "This project has been in the works for years and something we've been talking about for the last three years."

The scope of the work for the \$51.9 million project includes construction of a new 1,000 foot over-run pavement connected to the west end of the existing runway. Some of the issues the airfield has been dealing with include cracks in the pavement as well as



NAS Jax Commanding Officer Capt. Howard Wanamaker addresses questions from the media during a joint press conference April 21 regarding the NAS Jacksonville runway repair project and the temporary relocation to Cecil Airport.

pooling of water during rain storms. Along with it, construction of associated taxiways and new airfield lighting are also part of the project.

"The LED lighting that is going to be installed will make the base more energy efficient with a cost savings," said NAS Jax Public Works Officer CDR. Joel Van Essen.

With the runway closed, fixed wing operations have been moved to Jacksonville Airport Authority, Cecil Airport, with nearly 2,000 personnel. The Navy has spent nearly \$10 million in leases, infrastructure improvements and operating costs at Cecil Airport and Commerce Center. Military shuttles have been added to assist in easing traffic and parking problems.

NAS Jax has moved some personnel to support operations including fire fighters. In concert with the temporary relocation and operational needs, the NAS Jax Child Development Center has extended its hours to accommodate military families.

After approximately five months, runway 14/32 is expected to reopen. NAS Jacksonville is one of the busiest military runways on the east coast with nearly 50,000 take-offs and landings per year. NAS Jax has an annual economic impact to Northeast Florida of \$2.1 billion in salary and services and a new runway will solidify its importance to naval aviation and warfighting readiness.



Formerly a Naval Air Station, Cecil Airport Will Host VP Squadrons While NAS Jax Runways are Repaired.

ALUMNI EVENTS

If you have gotten this far in the Newsletter, you have done a lot of reading and your eyes might be getting a bit tired. But knowing that the "Pelican Post" is always a "page turner" that you just can't put down, the editors have decided in the first page of this section to give you a break and just provide pictures to look at. These images are tied to events involving our Association members.



Tom Rau has a new toy. He picked this one up in Eugene, OR and flew four legs over two days back home to St. Augustine, FL.



Brian Prindle (right) along with Chuck and Ronda Geyer ran The Race for the Cure in Washington, DC in May. Brian and his team raised approximately \$7,000.



Joe Brundage is still having entirely too much fun with his hobbies.



TELL US WHAT YOU ARE UP TO AND SEND PICTURES!
(CLICK HERE)



Jack McCourt wrote to say he was a bit miffed at his newest neighbor. It seems the new guy on the block is taking over most of Jack's favorite place away from home!



In March I received a phone call from JW and Susan Allgood telling me that JW had been involved in a motorcycle accident on St Patrick's Day while on the way to work. JW is still recovering and hopes to be back to work soon.

National Flight Academy Donation Presentation

By: Doug Mitchell

On April 30, 2015, 15 Association Members and Spouses in the Pensacola area gathered on the Quarterdeck of the National Flight Academy with our President and Mrs. Doug Mitchell, and Vice President Joe Bretton, to present our annual \$1,250 towards the organization's scholarship fund.

After presenting the scholarship check to National Naval Aviation Museum Foundation President and CEO Lieutenant General Duane D. Thiessen, USMC (Ret), we were taken on a tour of the facility to learn what students



Front Row (L to R): Vivian Cory, Gary Rogers, Eileen Imhof, Gen. Thiessen, Doug Mitchell, Teresa Lee, Carmen Johnson, Eloise Eckhouse, Barbara Sleeman, Blair Laughlin Back row (L to R): Eddy Tubb, PJ Imhof, Victoria Mitchell, Gene Graham, Joe Bretton, Charles Lee, Mort Eckhouse, Charles Sleeman

do during the six-day Deployment program aboard the AMBITION aircraft carrier. The National Flight Academy has the world's only land-locked aircraft carrier designed to immerse 7th and 12th graders in a naval aviator experience that utilizes science, technology, engineering, and mathematics concepts to inspire the next generation of scientists, pilots, and engineers!

Cassie Redmyer, Major Gifts Officer and Tour Guide at the Flight Academy, led us to the technology floor that houses the Joint Operations Center, Ready Room, and Joint Intelligence Center where the students spend the

majority of their time. We were also escorted to AMBITION's Hangar Bay that houses 30 networked flight simulators that the students utilize to carry out their missions. Cassie explained that the students get to go "off ship" on embarks to experience the real world operations of NAS Pensacola's Air Traffic Control, as well as get acquainted with a myriad of aircraft at the Naval Aviation Museum located right next door to the National Flight Academy.



Association Members enjoy lunch at the National Museum of Naval Aviation's "Cubi Cafe."



PJ, Doug and Gene stand proudly under "Orion's Game."

After a few farewells to those who had other commitments in the afternoon, twelve of us enjoyed lunch at the Cubi Cafe inside the Museum. It was exciting to be back at the Museum and witness all the guests enjoying the marvels of Naval Aviation at its finest!

Following lunch, P.J. Imhof, who also volunteers at the Museum, took Gene Graham and myself over to Hangar One to see our "Orion's Game" painting proudly displayed on the wall (left).



SQUADRON NEWS

Patrol Squadron 45 Showcased at Australian International Airshow

By: LTJG Robert Valentich, VP-45 Public Affairs Officer

Australian International Airshow 2015 – A representation of over 27 countries and 500 companies participated in one of the largest airshows in the world. The United States was represented by a contingent of aircraft from the U. S. Air Force and one Naval Maritime Patrol and Reconnaissance P-8A Poseidon aircraft flown by Combat Air Crew (CAC) 12 of the “World Famous” Pelicans of Patrol Squadron (VP) 45 based out of Naval Air Station, Jacksonville, Florida.

The Australian International Airshow and Aerospace & Defense Exposition 2015 was the twelfth such event staged at Avalon. This year’s theme was “A Centenary of Anzac 1915 - 2015, Heroes of the Sky.” 2015 marks the centenary of the formation of the Australia and New Zealand Army Corps (ANZAC) and their landing at Gallipoli. According to event organizers, Avalon 2015 celebrated Australia’s proud ANZAC tradition and a centenary of military service to the nation from 1915 to 2015.

It is by far the largest, most comprehensive event of its kind in the Southern Hemisphere and brought to-



CDR T. J. Grady, VP-45 Commanding Officer, speaks to RAAF officers following a tour of the P-8A Poseidon.

gether aviation and aerospace professionals, key defense personnel, aviation enthusiasts and members of the general public.



AWO2 Lovett and AWO2 Marcotte exchange squadron patches with RAAF pilots in a time honored tradition.

Over 200,000 people per day were able to view the P-8A Poseidon static display over a three day period. The P-8A air crew were also able to give tours of the Poseidon to several foreign delegations spanning the entire globe including groups from Norway, New Zealand, United Arab Emirates, and Australia.

This detachment was an excellent opportunity for strengthening international relations and showcasing the P-8A Poseidon to members of the Royal Australian Air Force (RAAF.) The trip provided a chance for senior leadership, along with VP-45 pilots, flight officers, and operators to interact and exchange information with their RAAF P-3C Orion counterparts in Squadron 10. The RAAF is slated to begin acceptance of the P-8A in 2017 to replace their aging P-3C Orion aircraft. “We are awaiting the arrival of our first P-8A with great anticipation,” said Squadron Leader Marcus Watson, Executive Officer of RAAF Squadron 10. “The P-8A Poseidon will be our first completely digital Maritime Patrol aircraft replacing the mismatched digital and analog systems of the P-3.”

VP-45 Sailors Help Clean the Beaches of Okinawa

By: Mass Communications Specialist 2nd Class Tyler R. Fraser OKINAWA, JAPAN- (Mar. 31, 2015)

Approximately 25 Sailors from Patrol Squadron (VP) 45 volunteered with over 100 members of VP-1, Mobile Tactical Operations Center (MTOC) 5, Commander, Fleet Activities Okinawa (CFAO) and Japanese Maritime Self Defense Force (JMSDF) on March 27th to clean the beaches of Okinawa. Members of the U.S. Navy and JMSDF come together each year to clean the beaches of Uruma City located in Okinawa prefecture about a week prior to the Ayahashi Road Race, a half marathon that is run annually. The beach clean-up helps beautify part of the race course.

Yeoman 1st Class Denisse Gallardo, volunteer coordinator for VP-45, decided this event would be great for the Sailors of VP-45 to support. "This was one of the biggest community relations (COMREL) events of the year," said Gallardo. "The bigger the event, the bigger the footprint VP-45 has the opportunity to leave." After arriving at the beach, the Sailors spread out up and down the coast with garbage bags picking up garbage and debris that



Sailors from Patrol Squadron (VP) 45, work together with members of VP-1, Mobile Tactical Operations Center (MTOC) 5, Commander, Fleet Activities Okinawa (CFAO) and Japanese Maritime Self Defense Force (JMSDF) to clean the beaches of Okinawa.

ranged from soda cans to car tires. "It felt great to help out the local community and know that it was appreciated," said Gallardo. "While we were there

some of the Japanese civilians showed up holding signs that said thank you."

During the event, the volunteers said it helped to show them the importance of volunteering. "It's important to volunteer with the Japanese while we're deployed here because it shows military members doing good for the community," said Yeoman 2nd Class Deanna Randlesalley, volunteer and admin specialist for VP-45. "Often [the military] gets shown in a negative light and these COMREL events help change attitudes."

Volunteers said they feel volunteering has been a rewarding experience. "This was my first time volunteering in Japan and now I want to volunteer more," said Randlesalley. "It felt good to see the appreciation from the locals."

Patrol Squadron 45 Pelicans Reach New Strides

By: LTJG Robert J. Valentich, Patrol Squadron 45 Public Affairs Officer

It was a humid, sunny Sunday morning when officers and sailors of Patrol Squadron Four Five (VP-45) gathered in front of their hangar, eagerly anticipating the launch of the inaugural "45 for 45" ultra-marathon. CDR T.J. Grady, Commanding Officer of VP-45, gave the signal to begin and the Pelicans took off on a 45 mile trek that would push most of them to a level many thought they would never reach.

The Pelicans of VP-45 are currently midway through their seven month deployment to Kadena Air Base, Okinawa, Japan. As a culmination to Grady's year as Commanding Officer, he challenged VP-45 to run 45 miles, or 45k (27.9 miles), or continually move (run/jog/walk) for 4.5 hours over a week period from April 27th to May 3rd.

CDR Grady, an avid runner who has completed multiple ultra-marathons, addressed the squadron and explained his rationale for attempting such a seemingly insurmountable feat. "When's the last time you've REALLY challenged yourself? I'm not talking about the last time you did something

CDR Grady, an avid runner who has completed multiple ultra-marathons, addressed the squadron and explained his rationale for attempting such a seemingly insurmountable feat. "When's the last time you've REALLY challenged yourself? I'm not talking about the last time you did something

“hard.” I’m talking about the last time you attempted something you really weren’t sure you could accomplish. Every time you accomplish something you weren’t sure was possible, you gain confidence. The more challenging it was to accomplish, the more confidence you gain. Confidence breeds mental toughness. Those who are mentally tough succeed in life.”



Pelicans of VP-45 together after completing the inaugural 45 for 45” Ultra-marathon.

Some chose to spread their 45 miles out over the course of the week, doing a few miles each day to achieve their goal. For the others, the week culminated with a 45 mile ultra-marathon on Sunday May 3rd beginning at 6:00 am and ending when the last person crossed the finish line. The course consisted of four laps around the entire base each 11.25 miles in length. Three aid stations were set up along the route to provide water, Gatorade, and snacks to runners throughout the day. Pelicans that chose not to run on the final day volunteered manning aid stations, ran as pacers, and monitored the course as safety observers.

“It was a great day and just amazing to see people accomplishing things they hadn’t done before,” said Lt. CDR. Sean Mollahan, the command’s first place finisher. “The Skipper is big on expectations and he made it clear what his vision was this week. He wanted people to push themselves, and the Squadron did just that. I thank the Skipper for the opportunity to challenge myself during this ultra-marathon.”

VP-45 strongly emphasizes physical fitness as an integral part of overall mission readiness and consistently has excellent scores on the Navy wide Physical Readiness Test. “I challenge myself on a regular basis, but the “45 for 45” motivated me to push my-

self even farther than I ever have before, said Master Chief James Culverhouse. “Hopefully our Sailors see that this challenge the Commanding Officer put out isn’t just about how far or how fast you can run but more so about pushing themselves to improve in everything they do on a daily basis.”

CDR. Grady had these words for the men and women of VP-45 who accepted the challenge, “Whether you worked out for 45 minutes a day, ran 45k or 45 miles for the week, or did all 45miles at once, I’m proud of you! If you didn’t achieve your goal, you tried your best and that’s all anyone can ask for. Not reaching your goal isn’t failure. Failure is never trying.”

VP-45 ‘Pelicans’ Featured on CNN

Story by: LTJG Lara Bzik

CLARK AIR BASE, Philippines -- CNN’s Chief National Security Correspondent Jim Sciutto joined Captain Mike Parker, Commander Task Force Seven Two (CTF-72), and Combat Aircrew 11 of Patrol Squadron FOUR FIVE (VP-45) on a mission in the South China Sea on Wednesday, May 20, 2015 to report on China’s rapid land reclamation activities in the contested Spratly Islands. The Pentagon’s decision to declassify aspects of the routine surveillance flight followed US Secretary of State John Kerry’s recent visit to Beijing amid escalating tensions between the United States and China on the issue.



CAPT Mike Parker, CTF-72

Territorial disputes with five other nations in the region conflict with China’s claims—Taiwan, Malaysia, Brunei, Vietnam, and the Philippines all claim sovereignty over various parts of the Paracel and Spratly Islands. These small islands, reefs, and shoals lie on extensive oil and natural gas fields, near rich fisheries, and along international sea lanes that account for one third of the world’s shipping.

China has reclaimed approximately 2,000 acres since January—a rapid increase in activity that has drawn



Aircrew, Maintainers, and CNN Crew after Completing Their Mission in the South China Sea. Photo by MC2 Joshua Scott.

significant international attention. In recent months, surveillance flights conducted by VP-45 have documented the rapid construction of military-grade facilities, to include what appear to be surveillance radar systems, deep water harbors, and air fields capable of accommodating all models of aircraft in Chinese military inventory.

The concern with the land reclamation activities is that China is attempting to claim sovereignty over artificially constructed islands nearly 1000 miles off of its coast. Having positive military control of this area could potentially allow it to enforce an ADIZ, or Air Defense Identification Zone, requiring aircraft to identify themselves or face being intercepted.

It is Washington's position that China's activities in the South China Sea have increased tensions in the region and pose a potential threat to freedom of navigation. The crew on Wednesday's flight was challenged eight times with warnings from Chinese installations on the islands and told to leave what China considers its Military Alert Zone. The flight crew responded each time with a standard reply identifying themselves as a U.S. Military aircraft conducting operations in international airspace in accordance with international law.

"The advanced multi-sensor suite of the P-8 allows us to provide our intelligence community and policy makers in Washington with real-time coverage

of China's activities in the Spratly Islands," said Lt. CDR Matthew Newman, mission commander of the flight. "Our mission is to exercise these routine operations in international airspace to ensure freedom of navigation for all nations in the region,"

Currently forward deployed to Kadena AFB on Okinawa, Japan, Patrol Squadron FOUR FIVE continues to promote peace and stability in the region while strengthening ties with partner nations. The P-8 is being effectively employed at various detachment sites around Asia, participating in multilateral military exercises, ensuring maritime domain awareness, and supporting humanitarian assistance missions.

'Pelicans' Hold Change of Command During Deployment

On May 14, CDR John Weidner relieved CDR T. J. Grady as commanding officer of VP-45 at a change of command ceremony, held on deployment at Kadena Air Base, Okinawa, Japan, that featured an address from guest speaker CAPT Sean Liedman, commodore of Patrol and Recon Wing (CPRW) 11.

CDR Grady commanded the P-8A Poseidon squadron of 286 Sailors, since May 2014. During his tenure as commanding officer, aircrews and maintainers successfully detached to Estonia, Iceland, Hawaii, Guam, Bermuda, England, Peru and Chile, among others, in support of Exercises Baltops, Rimpac, Valiant Shield, Joint Warrior, Si-



(Right) VP-45 Commanding Officer CDR John Weidner and outgoing Commanding Officer CDR T.J. Grady slice the ceremonial cake.



forex and Teamwork South.

Grady has most notably led the Pelicans in their current inaugural P-8A Poseidon deployment, being only the third operational squadron to complete the transition from the P-3C Orion. “I think what I am most proud of is what we have done as a team,” said Grady. “The squadron is a family of professionals who know their jobs and flawlessly execute the mission on a daily basis. The sailors of VP-45 truly exemplify our squadron mantra of leadership at every level.” Grady’s next assignment is to Naval Personnel Command, Millington, Tenn., where he will serve as the VP/VQ CDR Assignments Officer.

CDR Weidner, the XO becoming CO, hails from Harrisburg, Pa. He earned his B.S. in Industrial Engineering Technology from Southern Illinois University in 1996 and was selected to Officer Candidate School (OCS) in May 1997. Upon completion of OCS, he reported to Pensacola for flight training and was designated a Naval Flight Officer in October 1998. During the ceremony, he welcomed the new executive officer, CDR Jason Williamson.

Patrol Squadron 45 on Display at Aero India

By: LTJG Eric Stein and LTJG Slade Marlow



Pelicans welcome Ambassador Verma, Assistant Secretary Jadotte, and VADM Rixey to the P-8A static display

Yelahanka Air Force Station – Bangalore, India

A representation of 54 countries and over 600 companies participated in one of the largest air shows in the world. The United States was represented by several Air Force aircraft, and one Naval Maritime Patrol Reconnaissance P-8A aircraft flown by Combat Air Crew (CAC) 2 of Patrol Squadron (VP) 45. This is the first U.S. Navy P-8A to be represented at the air show.

The US P-8A participated as a static display with tours given to United States Ambassador to India Richard Verma and several high ranking Indian Armed Forces Officials. Ambassador Verma was accompanied by Deputy Assistant Secretary of State



CDR Weidner and LT Verone provide interviews with local and national Indian news agencies

for Politico-Military Affairs Ken Handelman, Assistant Secretary of Commerce Marcus Jadotte, and Vice Admiral Joseph W. Rixey, Director Security Cooperation Agency.

“Air shows like ‘Aero India’ allow us to demonstrate our commitment to the strategic relationship with key international partners and in 2015, the strategic relationship the United States has with India is one of our most important,” said Ambassador Verma while speaking to reporters about the air show. Indian reporters held multiple interviews with members of CAC-2, with topics ranging from US areas of responsibility (AOR) to relations in the area of 7th Fleet. Commander Weidner (VP-45 Executive Officer) stressed the importance of strengthening relations in the area to help provide free transit through shipping lanes and interoperability with other foreign nations.

TREASURER'S LEDGER

By: Ron Christopher

A quick look at the Financial Report (see below), should tell you we are financially sound. Our biggest event this past six months was an effort to get members caught up on their dues and the processing of New Member Registration Forms. Regrettably, despite our best efforts to contact them, we had seven members who neglected to renew their dues this year. On the upside, 18 former Pelican's join the ranks in the Association as new members. Among those joining were two Pelican couples... where both husband and wife were in VP-45.

In just a few months the cycle will start again for the year ending 2015. It might be a good idea to check and see when your dues expire. To do that, please go to the Member Roster, find your name and go to column "C", the "letter" or "numbers" you find will determine your personal dues status. "L" indicates you're a lifetime member and you no longer have to pay dues. The numbers represent the last two digits of the calendar year your dues expire. If you have a "15" after your name, your dues will expire on December 31, 2015. You can renew your dues one of three ways. Send me cash, send a check or choose the easy way and go to our website and pay online (http://www.vp45association.org/thanks_renew_dues.html). Last year, sixty-five percent, yes 65%, paid with the secure on-line method.

Our President Doug "Pooh Bear" Mitchell and several other members traveled to Pensacola and made a \$1250 donation to the National Flight Academy. This was the first half of the \$2500 donation the Association voted on at the 2014 Reunion in Jacksonville

One last thing I should mention, and you should all be aware of; the Association has a LIFETIME dues status for any member who is 80 or older. This past dues cycle we found nine members in that category. We need your DOB to give you this perk. If you are 80 and not designated a lifetime member in the roster, contact me by telephone, regular mail or by the email address listed below. This will not be public information. If you need to contact me you can do so by telephone (601) 966-4678 or by sending me an email to: rchristopher3@comcast.net.

I have to end by saying I found the most enjoyable part of this job is talking with former Pelicans. During the dues collection cycle I had the opportunity to talk on the phone with several members. The opportunity to swap old "sea stories" is always a fun experience and an opportunity to rekindle the memories of our youth. The commonality of being a former Pelican immediately puts the conversation on an even keel whether or not we personally served together. Thank you for allowing me to serve you as your Treasurer, Ron Christopher rchristopher3@comcast.net 601-966-4678.

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT

Checking Acct	1 Jan 2015	\$25,257.00
Income:		
Dues	\$2,681.00	
Donations	473.00	
Miscellaneous	267.00	
Total Income	\$3,421.00	
Expenses:		
Printing/Postage	\$503.00	
NFA Donation	1,250.00	
Website Fees	193.00	
Office Supplies	38.00	
Misc. Fees/Exp	170.00	
Total Expenses	\$2,154.00	
Net Income		\$1,267.00
Capital Assets		
Checking Acct	30 Jun 15	\$26,524
Money Market	30 Jun 15	0.00
Total Capital		\$26,524.00

NOTE: In the process of changing duties of Treasurer, all funds were transferred from a Pensacola based bank to a bank in Flowood, MS.

MAILBAG

Hey Jack!

I read our recent Newsletter last week, when received, and loved it. I read it, every single word, from start to finish (which took me little over three hours). I can personally attest that this Newsletter is the finest publication of this kind that I have ever either seen or read. I started reading and soon realized that every article captured my interest and I never was released. I'm partial to "Pelicans" but the history, trivia, and the coverage of our current squadron gave me great pleasure. Also, many thanks for the article highlighting Chuck Caldwell. Fine man and another of the individuals that gave blood to expand and improve our organization. I'm personally grateful to him.

With much respect,
Jay Thomas

Hey Jack!

Again the Pelican Post was a super edition, keep up the good work. Also thanks for the review of Navcad Diary and the personal touch part. If the review spurs a few sales I will let you know, it would be nice to recover some of the costs of vanity publishing. Since publishing the book, I found an inch and a half stack of papers that I wrote while at sea, on Saratoga. Every night I put out an edition of "Eight O'clock Reports" to keep the department up to speed on things that affected them. After a while, representatives from each Division were lined up to get a copy hot off the mimeograph machine! So right now I'm incorporating each page into the Chapter on Saratoga to see what I come up with. I will let you know.

Again thanks for the plug.
Tom Golder

Hey Jack!
Once again, you have provided an excellent newslet-

ter. I know how much time and ability it takes to create something this good.

Thank you very much.
Warren Tisdale

Hey Jack,

Absolutely awesome job on the newsletter. You have set the bar very high indeed.

All the best,
Brian Prindle

Hey Jack!

BRAVO! The best newsletter I think I have ever seen! A suggestion for the reunion in 16: Don't do Branson as the Pelican off year reunion for 1979 - 1982 is in Branson this year. Also, please stay clear of Veteran's Day, 2016, as Easy Rider and I are running a major reunion for the Navy ROTC at Miami



during that period. Finally, I was recently made aware that you are a VMI grad. That explains EVERYTHING!! :-)

V/R Shipmate,
Mole

Hey Jack!

Hope all's well. You never cease to amaze.

Cheers! Neal Miller

Hey Jack!

Terrific job on the newsletter, Jack. Very professional! Sorry I missed the reunion.

Ross Hansell

Hi Jack!

That's a well done newsletter!

Best Regards,
Rick Campbell

Hey Jack!

Fantastic Pelican Post effort!!!! Best ever! Thank you so much.....

Paul Nadeau

Hey Jack!

Your Newsletter & Roster are not only super thorough, but informative, organized, and put together BETTER than most professionals! I very much enjoyed reading IN DETAIL this Newsletter. Yes, I realize you have help, e.g. Bill Hobgood and others, but it takes organizing and an untold amount of time, etc. which falls on your Young Shoulders. All I can say is: STRONGLY SUGGEST SALARY INCREASE!!!! Thank you for allowing me to vent.

Bob Bailey

(Ed's Note: Thanks Bob! I couldn't do it without Bill!)



March 2015 Newsletter Cover

Hey Jack!

WOW!!!

Best, Wally

Hey Jack!

Super job, as usual Jack.

BZ,
Jim Cole

Hey Jack!

Great job on the newsletter!! Thank you! I really like it.

Ray Gil

Hey Jack!

I was PPC of LN-7 under Sylvester Thomas and Alan Lee as XOs. Later I was PPC of LN-13. Yes, at one time, (late 1959-60) we had 13 planes. LN-13 had come to VP-45 from Pax River and had all sorts of weird equipment installed. Also, I was one of the founders of the Association.

Attached is a picture taken in 1959. Did you know the officers of VP-45 ran the "O" Club at NOB Bermuda for awhile?

Regards,
William W. (Sky) King
(Can anyone answer Sky's question about the O Club in BDA?)



William "Sky" King circa 1959

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"Hey Jack!"

BACK IN THE DAY

The Seaplane Tenders

By: Jack Keane

A seaplane tender housed the aircrews aboard and provided seaplane service and repair facilities (workshops, fueling stations etc.) but could not launch the seaplanes. Aircraft would take off from the water and had to be hoisted aboard the ship for servicing. American seaplane tenders did not have catapults, but did usually have large cranes and were intended to transport seaplanes to their forward operating areas.

The U.S. Navy's first seaplane tenders were a pair of mine-layers, *Shawmut* and *Aroostook*, converted in 1919 and 1920 to support seaplanes. They provided mobile repair facilities, and *Shawmut* was usually found at Guantanamo Bay. In 1920 the Navy acquired the incomplete troop transport *Somme* and converted her into the airship tender



USS Wright (AV-1) in GTMO 1927

Wright. A few years later she was converted again into a seaplane tender, and as a fairly large ship she could service over 30 planes.

The approach of war with Japan, and the Navy's relative lack of aircraft carriers, sparked a program of small seaplane tenders in the mid-1930s. Fourteen flush-deck destroyers were converted, with their four-inch guns replaced by a pair of three-inch anti-aircraft guns and their forward boiler removed to provide stowage for aviation fuel. They could make 23 knots on their reduced engine power, and retained an anti-submarine capability with a depth-charge track and a pair of projectors.

Nine old minesweepers of the *Bird*-class also became tenders, with their sweeping gear removed to make way for

aviation gear but few changes to their armament. In addition, the old aircraft carrier *Langley* was converted into a much larger seaplane tender, one very popular with aircrew as the large former flight deck provided ample work space that was lacking on the tiny ships.

The small converted ships lacked the space to provide all the facilities a seaplane squadron required, and the Navy ordered a class of over three dozen purpose-built small tenders as well. The *Barnegat*-class had diesel propulsion and thus very long range, extensive anti-submarine capability, and a relatively powerful anti-aircraft armament. They could service a full squadron, and also were intended to escort larger seaplane tenders.

Larger tenders were sought as well, and the big *Currituck*- and *Curtiss*-class ships could handle two squadrons each. These were purpose-built ships, with a heavy armament and huge stowage capacities for fuel and ammunition. Ten large merchant ships (the same standard C-3 hull that formed the basis for the escort carrier conversions) became seaplane tenders as well.

What follows is a short history of the seaplane tenders that supported VPB-205 and VP-45.

USS *Albemarle* (AV-5) – VPB-205 served with USS *Albemarle* from 26 Jan – 1 Feb 1943 while in San Juan, Puerto Rico with Fleet Air Wing Eleven, in 1944 while at Guantanamo, and in the 1950s while at Bermuda. The USS *Albemarle* was one of the only two *Curtiss*-class seaplane tenders built for the United States Navy just prior to the United States entry into World War II. Named for Albemarle Sound and Albemarle, North Carolina, and Albemarle County, Virginia she was the third

U.S. Naval vessel to bear the name.

During the mid-sixties, The USS *Albemarle* was recommissioned by the Army as the Army's First Floating Helicopter Maintenance Facility and named the USNS *Corpus*



USS Albemarle (AV-5)

Christi Bay. It operated in Southeast Asian waters during the Vietnam War and was manned by Army personnel assigned to the 1st TC Battalion (Seaborn) and by some



USS Albemarle 7 September 1943

ARADMAC employees. She was deactivated in 1975.

USS *Pelican* (AM-27/AVP-6) was a *Lapwing*-class minesweeper acquired by the United States Navy for the dangerous task of removing mines from minefields laid in the water to prevent ships from passing. *Pelican* was laid down 10 November 1917 at Gas Engine and Power Co., Morris Heights, New York; launched 12 June 1918 and commissioned 10 October 1918, Lt. (j.g.) G. E. McHugh, USNR, in command.

Upon completion of fitting out, she sailed for Scotland on 6 April 1919, to assist in the sweeping of the North Sea Mine Barrage. Arriving 20 April, she and other minesweepers immediately went to work in sweeping mines. During this service *Pelican*'s naval career almost ended when it had hardly begun. While sweeping several mines, one of them exploded underneath her hull causing her to take on a great amount of water and slowly settle by the head. Despite heavy seas,



USS Pelican (AM-27) circa 1924

and threat of imminent sinking, *Pelican*'s crew, with the assistance of two of her sister ships, and after 19 hours of effort, managed to bring the badly damaged vessel into port at Scapa Flow for temporary repairs. Fully repaired at Newcastle-on-Tyne, *Pelican* departed for home, arriving at New York on 6 December 1919.

Pelican next transferred to the Pacific Fleet and operated out of Pearl Harbor, until decommissioned there 3 May 1922. Recommissioned 17 August, she performed miscellaneous tasks, such as survey work and photography missions, while attached to Naval Air Station, Pearl Harbor. Reclassified AVP-6 on 22 January 1936, *Pelican* was assigned to Commander, Aircraft, Scouting Force for further duty as a seaplane tender. The Japanese attack on Pearl Harbor found *Pelican* on the West Coast. With the beginning of war, she commenced tending aircraft and serving as convoy escort, until May 1943, when she joined the Atlantic Fleet. She alternated tending seaplanes and serving as convoy escort, primarily out of Trinidad where she supported VPB-205. Reporting to the Fleet Sound School in March 1945, *Pelican* assisted in experiments with new ASW gear until October, when she arrived at Charleston Navy Yard. Decommissioned 30 November, she was struck from the Naval Vessel Register 19 December. She was sold for scrap in November 1946.

USS *Castle Rock* (AVP-35) supported VPB-205 while based at Tanapang, Saipan operating with Fleet Air Wing Eighteen between April and August 1945. USS *Castle*



USS Castle Rock (AVP-35)

Rock was a *Barnegat*-class small seaplane tender in commission from 1944 to 1946 which saw service in the late months of World War II.

Castle Rock stood out of San Diego, California, on 18 December 1944 bound for Pearl Harbor, Hawaii, and Eniwetok, where she arrived on 28 January 1945. Assigned to escort convoys between Saipan, Guam, and Ulithi Atoll until 20 March 1945, *Castle Rock* then took up duties of tending seaplanes at Saipan. Her seaplanes carried out varied air operations, including reconnaissance, search, and antisubmarine warfare activities, while *Castle Rock* herself also performed local escort duties.

On 28 November 1945, *Castle Rock* sailed from Saipan for Guam, where she embarked a group assigned to study Japanese defenses on Chichi Jima and Truk. This continued until 5 January 1946, when *Castle Rock* returned to seaplane tender operations at Saipan. She left Saipan on 9 March 1946, arriving at San Francisco, California, on 27 March 1946. She was decommissioned there on 6 August 1946

After the war, she was in commission in the United States Coast Guard as the Coast Guard cutter USCGC *Castle Rock* (WAVP-383), later WHEC-383, from 1948 to 1971, seeing service in the Vietnam War during her Coast Guard career. Transferred to South Vietnam in 1971, she served in the Republic of Vietnam Navy as the frigate RVNS *Tran Binh Trong* (HQ-05) and fought in the Battle of the Paracel Islands in 1974. When South Vietnam collapsed at the end of the Vietnam War in 1975, *Tran Binh Trong* fled to the Philippines, where she served in the Philippine Navy from 1979 to 1985 as the frigate RPS (later BRP) *Francisco Dagohoy* (PF-10).

USS *St George* (AV-16) supported VPB-205 while the squadron was operating with Fleet Air Wing One out of Buckner Bay, Okinawa and Wakayama Wan, Japan in September 1945. A *Kenneth Whiting*-class seaplane tender, USS *St. George* was laid down on 4 August 1943 by



USS *St George* Under Air Attack

the Seattle-Tacoma Shipbuilding Corporation, Tacoma, Washington and launched on 14 February 1944. After shakedown, *St. George* sailed from San Pedro, California, on 12 October 1944 to salvage a seaplane which had crashed at sea. She was diverted to Pearl Harbor after word was received that the plane had sunk.

After four days in Pearl Harbor, the ship sailed on 22 October to tend seaplanes in support of the Central Pacific drive. She moved frequently during the next four months, tending planes at Saipan, Kossol Passage, Palau Islands, Ulithi, and at Saipan. On 28 March 1945, she arrived at Kerama Retto, Ryukyus, to support aircraft in the Okinawa operation.

During one of the frequent air raids there the ship's gunners shot down an enemy plane on 29 April. A week later, she was hit by a kamikaze. Thanks to a warning from an airplane mechanic who had been on deck at the time and was able to spot the Japanese before they hit, only three men were killed. Unfortunately, her seaplane crane was destroyed. Nevertheless, the tender remained on station, using a barge crane to lift seaplanes for repairs; and, in addition, provided repair support to destroyers and destroyer escorts.

She left Kerama Retto on 12 July for dry-docking and repairs at Guam, returning on 21 August to Okinawa, where she rode out a typhoon on 16 and 17 September. On 20

September, the seaplane tender sailed to Wakayama Wan, Japan, where her aircraft provided surveillance of the Japanese Inland Sea and supplied passenger, mail, and courier service between Tokyo, Sasebo, and Okinawa. While there, she rode out two more typhoons. The ship proceeded to Sasebo on 14 November and tended aircraft there until starting home on 12 February 1946.

She arrived at San Diego, California, on 25 March 1946 and was decommissioned and placed in reserve there on 1 August 1946. USS *St. George* was struck from the Navy list on 1 July 1963 and simultaneously transferred to the



USS *St George* (AV-16)



USS *St George* (Stern Quarter View)

Maritime Administration's reserve fleet at Suisun Bay, California. She was reacquired by the U.S Navy on 11 December 1968 for sale to Italy as *Andrea Bafile*.

USS *Timbalier* (AVP-54) supported VPB-205 shortly after World War Two while operating under the command of Fleet Air Wing Eleven (FAW-11). A *Barnegat*-class seaplane tender, she was commissioned shortly after the end of World War II, and served between 1946 and her decommissioning in 1954. *Timbalier* was built at the Lake Washington Shipyard, at Houghton, Washington, with her keel laid down on 9 November 1942. She was launched on 18 April 1943.



Timbalier sailed from Seattle, Washington on 20 June 1946, arriving at San Francisco, California two days later on 22 June 1946. She transferred to Alameda, California, where she loaded stores and airplane spare parts before sailing for San Diego, California, on 26 June 1946. She underwent a period of sea trials off the United States West Coast finishing 27 July 1946, then sailed to the shipyards at New York City, and ultimately Norfolk, VA.

Timbalier departed Hampton Roads on 3 December 1946, bound for the Caribbean, beginning service with FAW-11, serving as a tender for their Martin PBM Mariner flying boats for the rest of her naval career. With the increase in the Soviet submarine threat by 1951, the PBM Mariner squadrons were deployed to carry out reconnaissance off the US East Coast, and were to concentrate on convoy defense and antisubmarine warfare in the event of conflict with the Soviet Union, supported by *Timbalier*, her sister USS *Duxbury Bay* (AVP-38) and seaplane tender USS *Currituck* (AV-7).

Timbalier was decommissioned on 15 November 1954 and placed in the Atlantic Reserve Fleet. She was struck from the Navy List on 1 May 1960, and was sold on 20 December 1960 to Panagiotis Kokkinos, of Greece.

USS *Currituck* (AV-7) supported VP-45 during Project Churchy, Operation Springboard, and NARMID while the squadron operated out of Panama with Fleet Air Wing

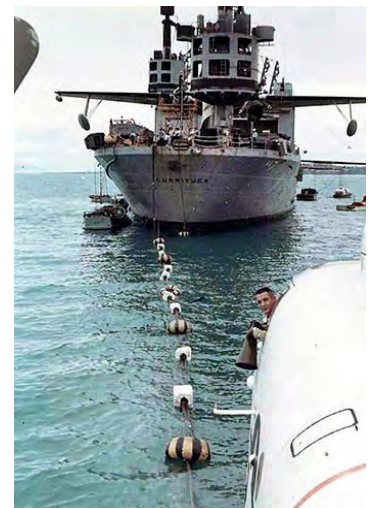


USS Currituck (AV-7) circa 1964 with P-5 Aboard.

Three. *USS Currituck* was the first of four *Currituck*-class seaplane tenders, and was nicknamed the Wild Goose. She was built during World War II and served during the Cold War.

Currituck put to sea from Philadelphia in August 1944 for duty with the Pacific Fleet. She sailed from Leyte for the 1945 initial landings at Lingayen Gulf, Luzon, three days later, and remained there, at Cabalitan Bay, and at Mindoro tending seaplanes and directing seaplane search operations. *Currituck* remained in the Far East in support of the reoccupation of the Chinese mainland, tending seaplanes at Jinsen (Inchon), Korea, and Shanghai, Tsingtao, and Taku, China, returning to Okinawa 28 October. She got underway for the US on 9 December and arrived at San Francisco 30 December 1945.

In 1946, the *Currituck* served in the Antarctic expedition Operation Highjump. *Currituck* was placed out of commission in reserve 7 August 1947, berthed at Philadelphia. Recommissioned in August 1951, she saw service with the US Sixth Fleet in the Mediterranean in 1956 only to be decommissioned in 1958. On 20 August 1960 she was recommissioned with a new homeport in San Diego, CA. *Currituck* deployed to the WestPac throughout the 1960s and was finally decommissioned on 31 October 1967 and laid up in the Pacific Reserve Fleet in Vallejo, CA. She was struck from the Naval Register on 1

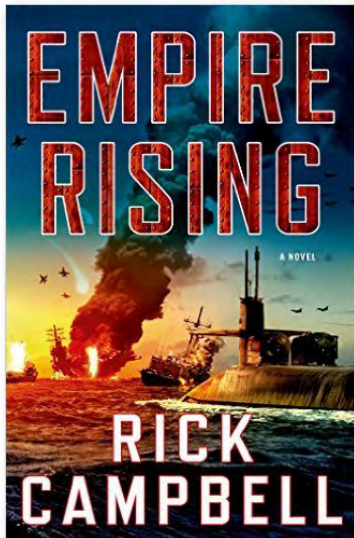


P-5 Aboard Currituck and Another Waiting in Turn

April 1971 for disposal, and from the Naval Records on 1 January 1972. She was sold to Union Minerals, and dismantled at Learner Shipyard, Oakland, California in June 1972.



MILITARY READING



"Empire Rising"

Campbell follows his promising debut, 2014's The Trident Deception, with another riveting military action thriller... a must-read for fans of this genre." — Publishers Weekly

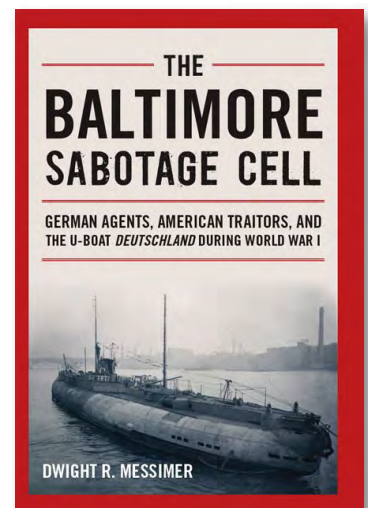
"In Campbell's thrilling follow-up to The Trident Deception, the story rockets around the globe, and the pages cannot turn fast enough. The characters are just as intriguing as the shiny tech, and Campbell's expertise in the navy adds a realistic feel to the proceedings. Readers who miss Clancy will be eager to devour Campbell." — Booklist

Barnes & Noble selected Empire Rising as one of their Top-12 February 2015 Thrillers! "Very much in the spirit of Jack Ryan, Campbell has crafted a tightly plotted and horrifyingly believable story in which China, desperate for access to oil in a near-future where supplies are running low, declares war and reveals itself to be much better prepared than anyone expected. After a military disaster that sends the United States reeling and leaves the Chinese free to act, a trio of well-written characters work to snatch victory from the jaws of defeat. Combining thrilling espionage-style adventures, detailed naval battles, and incredible SEAL team missions, Campbell has created what might be the perfect military thriller." To order the Hardcover or Paperback from Amazon.com, [Click Here](#)

"The Baltimore Sabotage Cell"

"Dwight R. Messimer's book The Baltimore Sabotage Cell deals with long-forgotten episodes of World War I history. In his well-written account he sheds new light on the extent of the sabotage operations, carried out by German agents with the support of American citizens. Everybody interested in the history of World War I in general and naval or intelligence history in particular should read this remarkable book."--Prof. Dr. Michael Epkenhans, chief historian at the Centre for Military History and Social Sciences of the Bundeswehr, Potsdam, Germany; editor of The Schlieffen Plan: International Perspectives on the German Strategy for World War I

"Espionage, intrigue, amazing innovation, and white-knuckle diplomacy--Dwight Messimer has uncovered one of the most amazing tales to emerge from the Great War. Mr. Messimer's story of a large and conflicted Baltimore German American community adds important new evidence about America's fateful decision to enter the conflict."--Burt Kummerow, CEO, Maryland Histori-



By the summer of 1915 Germany was faced with two major problems in fighting World War I: how to break the British blockade and how to stop or seriously disrupt the British supply line across the Atlantic. The solution to the former was to find a way over, through, or under it. Aircraft in those days were too primitive, too short range, and too underpowered to accomplish this, and Germany lacked the naval strength to force a passage through the blockade. But if Germany could build a fleet of cargo U-boats that were large enough to carry meaningful loads and had the range to make a round trip between Germany and the United States without refueling, the blockade might be successfully broken.....Read More and Order...[Click Here](#)

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.



Ruth Eleanor Gilchrist, age 83, born January 27, 1930, entered into rest January 14, 2014. Mrs. Gilchrist was a resident of Jackson, AL. She was a member of Rockville Baptist Church and had been a member of the Roding Gun Club in Bard, CA and the Elks Lodge in Yuma, AZ. Mrs. Gilchrist loved life, her church, camping and fishing but most of all her husband, Robert Leon “Sonny Boy” Gilchrist and her family.



Robert Leon Gilchrist

Robert Leon Gilchrist, 85 died November 26, 2014 at William F. Green State Veterans Home, Bay Minette, AL. He served in the United States Navy as a Chief Aviation Mechanic for over 30 years. Mr. Gilchrist and his family traveled a lot and lived in many places. After retiring from the Military he asked his Nephew Craig Weaver to come to Yuma

Arizona and help them move back to Alabama. He was a member of Rockville Baptist Church. He was an avid sportsman at one time hunting elk and other game in Arizona upon returning to Alabama he mostly enjoyed fishing. Mr. Gilchrist loved his family very much.

CDR William Pierce Jackson, USN(ret), 70 of Orange Park, FL passed away Tuesday, April 21, 2015 after a battle with cancer. Mr. Jackson was a native of Macon, Georgia and lived in various locations to include Washington DC and Scotland while serving in the US Navy. He retired in Orange Park following 26 years of service. After retiring from the US Navy, William worked with Jack Revel’s Auto Sales for 4 years. He was an avid golfer. Mr. Jackson is survived by his wife of 38 years, Nancy Allen Jackson, two children, Christopher William Jackson and Christi-

na Lynn Jackson, grandson, Blake Pierce Jackson, and a nephew Ron Jackson.

Asst. Ed’s Note: “Action” Jackson (nobody called him William or Bill) was in the squadron with me in the early 70’s. Nobody, and I mean nobody, who was in the squadron at that time will ever forget him. He was an officer that partied hard and worked harder. We who knew him are surprised and saddened by his loss. There will only be one “Action” Jackson.



CDR “Action” Jackson

James (“Jim”) Edward Mahoney, Sr., 82, business executive, federal official, and US Navy Pilot (LCDR) died unexpectedly of a sudden cardiac event on May 21 in Annapolis, MD, said his wife of nearly 60 years, Jessie Lew Mahoney. Jim was born in High Bridge, NJ, and spent the beginning of his career as a US Navy Seaplane ASW Pilot (VP-34 and VP-45), which took him to various countries including Trinidad, Panama, and Bermuda. He retired from the US Navy Reserve as a Lieutenant Commander in the 1970s. Following his active duty military career, Jim was a member of the faculty at Florida State University in Tallahassee, FL, serving as the Assistant to the Director of Research. Jim joined the National Aeronautics & Space Administration in their Management Research Program during the height of NASA’s manned space program, becoming Chief of the



James E. Mahoney, Sr.

Dissemination Branch, Technology Utilization Division. Jim subsequently spent several years in Washington, DC, in various civil service management roles. Jim is survived by his wife Jessie Lew (Thorn-ton) Mahoney; son James E. Mahoney, II (Carolyn) of Nashua, NH, daughters Colleen P. Mahoney of Silver Spring, MD and E. Kathleen McNickle (Daniel) of Rockville, MD.



Joseph John Pazzelli

Joseph John Pazzelli, known by many as “Crazy Joe,” of New Florence, Missouri, died suddenly Friday evening, July 17, 2015 at his home. Joe was born July 1, 1951 in Virginia, Minnesota to Bruno and Mary (Matson) Pazzelli. While stationed at Patuxent River NAS, Maryland he met his wife-to-be for the next 41 years. Joe and Linda

(Moore) were married May 17, 1974 in New Philadelphia, Ohio. Joe graduated high school from Virginia, MN in 1969, enlisted in the U.S. Navy and was stationed at several naval air bases along the Atlantic Coast and deployed to several overseas locations in the Mediterranean and South America. After retiring in 1989 Joe moved his family to Missouri. He worked at M.E.M.C. in St. Peters, MO and Christy Minerals before going on disability in 2009. Joe is survived by his wife Linda, one daughter Jodie (Patrick) Cobb of Olathe, KS, one son John of Ewa Beach, HI. Three grandsons Owen, Paul and Evan Cobb of Olathe, KS.

Robert Edwin (Bob) Ritchie, 87, passed away peacefully at his home in Orange Park on Monday June 29, 2015. Mr. Ritchie was born on October 14, 1927 in Chicago Illinois to George and Bealua Ritchie. As a boy he attended Allendale School for Boys in Chicago. Mr. Ritchie enlisted in the United States Navy in 1945. Bob was a chief metalsmith in VP 45 and served proudly for 23 years. After retiring from the Navy Bob owned and operated B & J Woodwork in Orange Park for many years. He was a talented craftsman and fine cabinet maker. He is preceded in death by his parents, sisters Gene, Charlotte, Marian, Catherine, Ruth and brother George, granddaughter Mary Catherine. He leaves his devoted and loving wife of 62 years, Leatha; three children: Bruce (Cheryl), Mike (Angie) and Lynda (Russell); nine grandchildren: Clint, Amy, Jeremy, Mike, Chris, Brian, Jessica, Elizabeth and Will; and 17 great-grandchildren.

James Lincoln “Linc” Sparks, Sr., died of complications resulting from pancreatic cancer at 9: 50 p.m. on April 1, 2015. He was born January 27, 1939,

in Ashland, Ky., and was raised and educated in Baltimore, Md. He served six years as a Naval Flight Officer and retired from AT&T. Those who knew him knew what a humble and generous man he was. His family was greatly blessed. At the moment of his death, he was at home in peace surrounded by his loving family. He is survived by his wife, Grace; three children, Elinor Sparks (Robert Staropoli), Carolyn Ditchendorf (Charles Ditchendorf) and James Sparks Jr.; as well as his grandchildren, Sophia and Peter Staropoli, Cyrus, Elijah and Lilianna Ditchendorf. He was well loved and always considered an asset wherever he traveled. He will be missed and fondly remembered for his sense of humor, legendary perseverance and tenacity. We are all grateful and eternally indebted to his memory.



James Lincoln Sparks



Velma Joan Hinton Wakeman died Sunday, April 12, 2015, at the age of 86. She was the widow of Cdr. Curtiss O. Wakeman, USN, who died in 1992. Velma was born on October 22, 1928, to Irving E. and Velma (Hargreaves) Hinton. She graduated from North Andover’s Johnson High School and attended Nasson College and Macintosh Business School. She met her husband on Cape Cod when he was a midshipman at the Naval Academy and they married upon his graduation. As the wife of a Navy pilot, she established homes in Trinidad, Panama, Bermuda, Pensacola, Virginia Beach, Alexandria, Corpus Christi, Newport, and Annapolis. She is survived by a daughter, Tracy Velma Wakeman, sons Tod Hinton Wakeman and Bradford Buckley Wakeman and a granddaughter, Millicent Shaw Wakeman; and Stephen H. Salisbury and Elaine Goodell of New Jersey, and their children and grandchildren.

Jerry E. Richards, 78, of Pensacola, FL passed away Saturday, August 15, 2015. He retired from the U.S. Navy in Jan, 1983, and was a charter member of Redeemer Lutheran Church. He was a graduate of Pensacola High School in 1955 and graduated from Pensacola Junior College in 1985 with two degrees in Art and he also attended the University of West Florida. He was a member of



Jerry Richards

the Pensacola Hawg Hunters. He was a wonderful and loving caregiver for 15 years to his late wife of 43 years, Diane Chisholm Richards. He is preceded in death by his parents, Glynn T. Richards and Frances Peace Richards; his wife and his daughter, Laura Darrah. He is survived by his three children, Linda McMilion (Walter), Les Duffield (Tonya) and Glynn E. Richards (Oanh); five grandchildren, Bonnie Bast (Sonny), Leslie Duffield, Joshua Lowry (Cheryl), Brandon Richards and Emilynn Richards; six great-grandchildren; brother, Timothy G. Richards; numerous aunts, uncles and cousins.

Arthur "Buc" Buchanan passed away on 17 May 2015. (No further information available)

Mrs. Ramona McAbee Franks, age 75 wife of Charles Franks, of 500 Wagon Trail, Simpsonville, SC passed away Wednesday, June 10, 2015 at Greenville Memorial Hospital. Mrs. Franks was born September 6, 1939 in Greenville, SC a daughter of the late Paul L. McAbee and Betty C. McAbee. She was a graduate of Union High School. Mrs. Franks was a member of Simpsonville First Baptist Church and was former member of Buffalo Baptist Church. She was the last surviving member of her immediate family. Surviving in addition to her husband are two daughters, Kitty Eubanks Beshere and husband Wade of Florida and Julie Eubanks Marsh and husband Robert of Travelers Rest; a son Joey Darrell Eubanks and wife Karen of Florida; two stepsons, Chuck Franks and Tony Franks, both of Wilmington, NC; a cousin, Barbara Wilburn of Union; two granddaughters, Ashley Beshere of Florida and Kristi Eubanks of Utah; one grandson, JoJo Eubanks of Nevada; one great-granddaughter, Kalie Taliaferro of Florida

Earle "Gunnar" Moore, 84, passed away Aug. 21, 2015, in Grass Valley, California. Gunnar was born to William N. Moore and Ruth Alida (Strom) Moore on March 25, 1931 in Somerville, Massachusetts. He

graduated from Somerville High School and moved to St. Petersburg, Florida in 1949.

He entered the Naval Aviation Cadet program in 1952 and was commissioned in 1953 as a U. S. Naval Aviator. He married Judith Marion Pulver on Aug. 31, 1958 in St. Petersburg. Over 23 years, his Naval career moved Gunnar and his family from Florida to California, Japan, Rhode Island and Maryland. He retired as a commander from the Navy in 1975 and returned with his family to Sunnyvale, California, where he was the executive vice president of the Los Altos Board of Realtors from 1976 until he moved with his wife to Grass Valley in 1990.

He is survived by his wife Judy; son Carl (Karis) Moore of Overland Park, Kansas; daughters, Carol (C. William) Smith of Bend, Oregon and Christina (Jon) Meyer of Folsom; grandchildren, Megan, Ryan, Kaelyn, Jordan, Christina, Brian, Kevin and Nathan; and brother William N. Moore Jr.. He was preceded in death by his sister Ruth V. Howland.



Earl "Gunnar"
Moore



From Charles Caldwell: Gunnar was one of my very closest friends. We met in Panama while we were both in VP-45 in the 1950's. We bought twin Austin-Healey's, played tennis in the rain, did target shooting and fishing together. While both of us were flight instructors at Whiting Field, I was privileged to be his Best Man at his wedding and he is Godfather to my elder daughter. We kept close contact through the years and I will truly miss him.

"You all knew that some things are worth dying for. One's country is worth dying for, and democracy is worth dying for, because it's the most deeply honorable form of government ever devised by man. All of you loved liberty."

President Ronald Reagan (Normandy Address 1984)

THE PATRON FOUR FIVE ASSOCIATION

New 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 \$10 per year, \$40 for 5 years or \$200 for life...payable to:

Ron Christopher, Treasurer
Patron Four Five Association
 505 Bradford Drive
 Brandon, MS 39047-8118
 601-966-4678, Email: rchristopher3@comcast.net

ROSTER INFORMATION

Name: First _____ MI _____ Last _____

Date of Birth: _____ 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 (Position): _____

Ground 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) 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!