



# THE PELICAN POST OF PATRON FOUR FIVE ASSOCIATION



Bill Carlson — President  
Hank Gorman — Vice President  
Ken Cory — Treasurer  
Chuck Caldwell — Secretary/Editor

Newsletter and Roster # 15

April 1995

### Required Reading . . .

This edition includes an up-to-date Roster. . . **All Hands:** If you change your address, please inform the Editor. Although this edition will be forwarded to you by the Post Office, address corrections from the Post Office cost us \$(plenty) each, and a re-mail of the newsletter at first class rates costs the Association at least \$1.01. Your cooperation and consideration will be very much appreciated. Dues are \$10 per year and should be sent to the Treasurer. **Please note the Las Vegas Meeting Minutes for important membership/dues info.**



## PRESIDENT'S MESSAGE

### Bill Sez . . .



It's now five months since the last reunion, and Judy and I are still thinking of the many old friends we had an opportunity to spend some time with. This was Judy's first attendance at our reunions, and she thoroughly enjoyed it. Your officers and the head of the next Reunion Committee, Jack Barry, have been in frequent contact since then. Jack, who has some information for you elsewhere in this newsletter, has begun working on our NORVA 1996 get-together.

As plans progress, we'll be keeping you in the picture through Chuck's fine publication. Incidentally, I was reminded by Chuck that I hadn't paid my \$10 dues for this year, and I imagine there are others like me in that regard. Ken would appreciate your attention to this, since all of our activities rely upon these funds. That's it for now.

William F. Carlson, 1218 W. 21st Ave., Kennewick WA 99337 (509) 582-2385

### \*NOTES FROM ALL OVER\*



#### Al Jansen Writes

As your Immediate Past President, I want to thank you all for the privilege of allowing me to serve as your President for two years. It was a great pleasure and I wish the best of success to the new President and his Board. It's hard to believe that the reunion was

almost four months ago! Two years of preparation and it's over so quickly. I sincerely hope that all of you enjoyed our sojourn in Las Vegas as much as Hattie and I did. Hattie went home with lots of shopping packages and I went home with empty pockets. Nevertheless, we enjoyed renewing old friendships while making new ones.

The Reunion would never have been a success without the untiring efforts of Ken & Vivian Cory and Margaret & Leo Connolly. Many others helped with the registration table, Ready Room and other functions. Without these volunteers we could never have put on the Reunion. I thank each and every one of those who contributed (you all know who you are)! See you in '96!!!

s/s Al Jansen

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### A MESSAGE FROM THE VEEP

A few years ago the Mariner/Marlin Association had a membership drive in which each member was requested to enroll at least one additional member. The drive was successful and resulted in a nice membership increase. Our Association is better off than the M/M organization because VP-45 continues to be an operating commissioned squadron, and past, present and future members could supply replacements for some of us *wet-bottom* types who are going on to other duty assignments. While we have a fair number of seaplane veterans, there are more out there who may not know of our Association's existence. We now have a growing representation from P-3 types—and certainly need more. So, I challenge

each and every one of you to become a recruiting officer for our organization. **EVERY MEMBER GET A MEMBER!**

Good Luck,  
Hank Gorman



## ★ VP-45 HISTORY ★

(Continued from September)

The Pelicans had their work cut out for them during the 13 month at-home cycle (January 1988-February 1989) in order to complete a successful transition to the P-3C Update III.

CDR C. J. Dale relieved CDR R. L. Hume in February 1988. The squadron received the *Top Gunner* award for excellence in the areas of armament and ordnance, and the U. S. Coast Guard *Special Operations Services Ribbon* for successful participation in the drug interdiction program. VP-45 was the first squadron participating in the *Adopt a School* program, a part of the CNO Personal Excellence program, in Clay County, Florida, by adopting Green Cove Springs Elementary School. The relationships fostered between the students and squadron personnel were extremely rewarding, resulting in a standard that all other *Adopt a School* program participants strove to achieve. VP-45 was recognized by President Bush as one of his *Points of Light* for their partnership in education with Green Cove Springs Elementary.

In February 1989, VP-45 deployed the updated P-3C to NAS Bermuda, the aircraft's first operational deployment in the Atlantic. CDR W. B. Evers relieved CDR Dale in April 1989 while on deployment. Operating from detachment sites from Keflavik to Roosevelt Roads, the Pelicans achieved unparalleled success with the updated aircraft, and were awarded the *Meritous Unit Commendation* by the Secretary of the

Navy for their superb achievements. The squadron returned to NAS JAX in August 1989, and were nominated for the Arnold J. Isbell trophy for ASW excellence by COMPATWING ELEVEN.

CDR J. R. Cannon relieved CDR Evers in April of 1990, and the squadron again assumed the split deployment to Rota/Lajes in June of 1990, introducing the Update III platform to the Mediterranean. This highly successful deployment included direct support for Operation *Sharp Edge* in Liberia and Desert Shield in EASTMED, and earned a fifth SIXTH Fleet *Hook 'EM* Award. Returning to NAS Jacksonville in January 1991, the Pelicans were again nominated for the Arnold J. Isbell Trophy and the squadron was selected by Commander, Naval Air Forces Atlantic as winners of the *CNO Safety Award* for 1991.

CDR A. A. Efriamson became Commanding Officer in April 1991, and the squadron sent a large detachment to Roosevelt Roads, Puerto Rico, for counter-narcotics operations in support of Commander Joint Task Force FOUR. Two months later the squadron conducted the first operational test and evaluation of the FORE/CAST advanced electro-optical and video transmission system. During 1991, VP-45 also became the test bed for the new Patrol Wing ELEVEN Tactical Proficiency Course (TPC) designed to improve aircrew training, coordination and readiness. In November, the Pelicans were tasked with exploiting the Global Positioning System (GPS), providing for the tactical application of satellite navigation in the Mine Warfare environment.

In February 1992, the squadron embarked on an completely new concept in deployed site operations. Split between Keflavik, Iceland and Jacksonville, Florida with frequent detachments to Lajes, Azores, objectives included aggressive participation in carrier battle group operations as well as continued interaction with other NATO countries in the area of shallow water ASW.

CDR R. B. Brannon relieved CDR Efriamson in April 1992. From October 22 through 25, 1992, the squadron and the **Patron Four Five Association**, with over 500 past squadron members, celebrated the squadron's Fiftieth birthday with a picnic at NAS JAX hosted by the squadron, a reception and banquet sponsored by the Association, and a brunch and squadron tour on Sunday, 25 October. CDR Brannon and Command Master Chief Hager spoke at the banquet, with CDR Brannon telling of the squadron's accomplishments and honoring all past members for their guidance and establishment of the great reputation still being carried on. Chief Hager spoke of the issues that most concern the enlisted personnel—Drawdown, Women in the Navy, and Quality of Life. He noted the squadron had been awarded the *Bronze Anchor* for high retention, and that of the 260 member enlisted membership, 84 are women. He also noted that morale is in great shape and the squadron is, "... the Tip of the Spear in the ASW community."

. . . . To Be Continued . . . .

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The **AVCAD/NAVCAD REUNION** was held in Pensacola in early November, and the next one will be held in 1996, also in Pensacola. As in 1994, the attendance will be limited to 750, unless there are larger facilities for the banquet and other functions available.

The reunion committee really did an outstanding job of planning and execution. Tours went as scheduled,

meals were on time and according to the menu, and transportation to all events was provided by seventeen tour type busses. In addition, there was constant daily shuttle bus service to/from town and the three or four motels used.

There are 3399 members in the AVCAD/NAVCAD roster, and more joining all the time. If you are eligible and want to join, there are no dues or other costs - just send a card or letter to: AVCAD/NAVCAD SECRETARY, P. O. Box 33104, NAS Pensacola FL 32508-3104, and request a New Member Form. Fill out the form and return it and you're in!

**Aviation Midshipmen**

A separate organization, The Aviation Midshipmen of 1946-50, will hold their reunion May 17, 1995 in Washington, D.C. Contact: O. Rudd, P.O. Box 2284, Arlington VA 22202 (703) 521-0050.

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**Victor Ehlers Writes**

13 Oct 1994

Dear Mr. Cory,

I intended to attend the reunion this month but my work precluded my great desire to reestablish old friendships. I am enclosing a check for \$10.00 so that I may be included in the membership of the association. Also, since I work for Lockheed, I have been able to obtain some P-3 tie tacks which I hope you will be good enough to pass out to the members during the reunion (and perhaps send to others who were unable to attend).

I noticed in the association news letter that a "Red Darter" patch was desired for the archives and I just happened to have one - which is in the box with the pins.

As far as my attachment with VP-45, I served my first naval tour as a pilot between Feb. 1967 through Dec. 1969. I shall always look back on the experience in the squadron with much fondness - many good memories - even

during the Viet Nam deployment. The membership roster helped revive a lot of these. My experience in the P-3, along with a subsequent tour as a flight instructor, led to a job with Lockheed as a P-3 test pilot and P3 instructor pilot for 16 years. When the last P-3s were delivered in 1990 I was the P-3 project pilot, which capped off a rewarding career with that wonderful aircraft. Now, I sell airplanes, not fly them.

I hope that the reunion turns out wonderfully, and look forward to being able to attend the next one.

Sincerely,  
Victor J. Ehlers

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**Memories From  
The Trinidad Era**

4267 Sharon Copley Road  
Medina, Ohio 44256

October 17, 1994

Dear Chuck,

It doesn't seem possible that a year has passed since I last wrote to you. Much time away from home, and so much to do when I am home. I have wanted to write many times but never sat down to do it. I intend to copy this to Gaylord Kelshall for information. Incidentally, I missed his reunion in Trinidad by one day. The cab driver that I hired to tour Trinidad told me about the reunion but I had an appointment with Guyana's Minister of Education the following day, and had no way to reschedule.

Please excuse typing errors, etc. This new typewriter can't spell any better than my old one. Also you should know that there can be errors in my recollections. I am over fifty years past the events that I recall. Also, there was a great dearth of knowledge of what was going on at the time. My cab driver in Trinidad, who is of my vintage, told me that the people there thought that American oil companies were torpedoing each other's tankers! We had no radios, no newspapers, were

constantly told. "loose lips sink ships," and so passed little information around. For that matter, we had little to pass. In those days there was little association between the officers and enlisted beyond that necessary to operate the aircraft. As flight engineer/plane captain, I was "blind" when at the flight panel, and often likewise elsewhere, unless manning my (port) waist gun. We were often detached to some remote place and had little contact with other crews. One would suddenly realize that they had not seen certain squadron members, but no clue as to why not.

AMM (mech) school at Navy Pier started me on my way. We were fed very poorly there...a lot of smelly bad tasting liver. There was a Jewish fellow there, Jerry Gold, whose home was Chicago. He brought in big salamis and we "survived" on them. It got so bad that there was a riot, and visitors learned of the situation, and an investigation conducted. I understand that the XO, a CDR Hurff, the Supply Officer and the Chief Commissary Steward all went to Portsmouth for operating a scam with the chow funds.

After graduation those of us with the best eyesight "volunteered" for flying squadrons. I went to NAS Norfolk. I don't recall the sequence of events, but we took gunnery training at Dam Neck and flight engineer at Banana River (Cape Canaveral/Kennedy) part of the time with Transition Training Squadron Atlantic, and after the squadron was commissioned, VP-205. Waiting for my first flight in a PBM-1, I watched one conducting "bounce drills", pilot takeoff/landing qualifications, when it blew up shortly after takeoff. Someone wrote a poem about that, it circulated quite a bit. It concerned the fact that aboard there was a Protestant, a Catholic and a Jew. You guessed it, my friend Jerry Gold was one of those aboard.

You mentioned that you have a copy of the casualty list. I would like very much to have a copy, and anything else you might have from the 1942-44 era. Of

course, I will pay all costs... just send me a note of the amount.

Soon after commissioning, we moved to NAS San Juan. We had only a few planes so most of the squadron went there by ship—either the Albemarle or the Matagorda Seaplane tenders, the other was used to later move us to Trinidad. I believe we spent about 4 months in Puerto Rico, training and patrolling. We received more aircraft before moving to Trinidad. We started out with fuel tanks (self-sealing) in the wings (2) and the hull (3). We had a bunk room with 4 bunks. That was soon replaced with fuel tanks (NOT self sealing), to extend our range. I believe that our first planes were PBM-3's and as we lost them, 3C's.

Shortly after arriving at Trinidad, our plane had been airborne a short time when I heard a "brrrp"..like a gun being fired, I knew that the gunners had all test fired, so I opened the port beaching gear door and got a face full of hot oil. About that time the oil pressure fell on the port engine. The front face had blown off of the BMEP gage, the sound I heard was the bolts shearing. We had a full fuel and bomb load, and for some reason couldn't jettison anything. The pilot kept the port engine idling to get what he could from it, keeping just a few feet off the water. We got home, and I advised the Engineering Officer of HEDRON 5 that the engine should be changed. He did not agree apparently, for a couple of days later we were scheduled for the same plane. Another mech, Tony Shirley told me he would repay me for a hop I had taken for him (a common practice those days). I believe that that is the plane we lost on 10 June 1943. I have always believed that an engine failure occurred. The only other name that I remember from that crew was Merle Hancock, probably an A/Ordnanceman.

One night, above the cloud layer, we picked up a radar contact similar to a surfaced sub in size and speed. We dropped down out of the clouds with our bombay doors open, on top of a

small ship. They lit every light they owned...it must have been a shock to see those bombs overhead! I heard the name and thought from the sound of it that it might be a Dutchman plying the ABC islands. It might have been the hospital ship your newsletters referred to.

The plane shot full of holes may have been the one in the firefight I referred to in my last letter. The bottom was holed badly and we took on water so the pilot ignored the beaching gear and ran the bow up on the ramp. This plane was later shipped to the A&R shop at Coco Solo. Later our crew flew to Panama to bring it back. We picked up an officer whom we were told was a



VP-205 Crew 5  
Standing L to R:  
Connor, LTJG Adams,

Flight Surgeon. After we were airborne, the pilot said we were going to Barranquilla, Columbia. Why, I do not know, however, we spent a lot of time exploring strange areas for signs of people who might be supplying the subs. We stayed at the Del Prado Hotel with the plane moored at the Avianca seaplane dock. The wives of some American and British oil workers gave us a party that night. The next day the

port engine showed a faulty alternator. We had to stay 3 more days until an alternator was sent down from Panama. I had to install and time that thing from a platform rigged under the engine, with the plane rocking, and no feeler gauge. I remembered from mech school that the cellophane from a cigarette pack could serve in a pinch. It did, and we got home, but I don't know what happened to the "Flight Surgeon".

Standing outside to see how much oil those Wright GR 2600's were throwing, while turning up the engines on the duty plane, I saw bombs drop from the port bombay—the bombardier was testing the firing panel. My first thought was how wise I had been to increase my insurance from \$5000 to \$10000. My next thought was that those suckers had not gone off, and I should get the H... out of there! Over the fence, up the hill and into the jungle before I stopped. It seemed that the firing panels had been reversed on not only the duty plane but the ready and standby also. I don't know what ever came of that. Whoever did it had access to and knew which were scheduled for the A.M. flight. He apparently did not know that our bomb load had been changed from demolitions to depth charges. Fortunately they did not go off, as the doors to the bomb storage, that little rounded top structure in one of the photos I sent you, were open. An explosion could have blown off the whole end of Chaguaramas.

One day while operating out of our little base in Guyana (British Guyana), we flew to Georgetown and moored near what is now a small boat landing near Timehri (the airport). We picked up 3 Army ordnance disposal types. We gave them the standard daring-do razzle dazzle until we landed on the open ocean where there were several very ugly mines. They went in two rafts, one stayed back and was in radio contact with the other two who went to the mines. Later we asked why

they did this and were told that it was so there would be a record of what went wrong. This was impressive, so someone asked one how he liked his job. His answer was, " Best damn job in the world; no one ever gives you hell for your mistakes". There was no razzle-dazzle on the trip back to Georgetown!

One morning I found that my duty plane had a huge torpedo slung under one wing! We were to go to Martinique, where air recon said there were sub pens. At that time a lot of the Vichy fleet was there. I did not look forward to going along with this lopsided load and trying to lay it in a surface target. After quite a delay we were told that the first report appeared to be in error. I was happy to see that bear removed from the plane! (ED. Note: "One Who Knows" told me the rest of the story in Las Vegas . . . another story!)

We stopped at Cayenne, French Guyana. I recall seeing honor prisoners from the Iles Diabes, and some lepers from a camp nearby. Everything was covered with a layer of brown dust, and the vultures perched all around town. I seem to remember a small tender, the Pelican, moored in the Comte River. We went to Paramaribo, Surinam (Dutch Guyana), and were startled to see men in uniforms that resembled the Nazi's, with big black luger holsters on their hips. Once we flew back into the BG interior, to Kaitur Falls, Guyana's main tourist attraction today, but at that time only a few white men had seen it. Why we burned up 2000 gallons of avgas at a time when my father got 3 gallons per week I do not know. My friends in Guyana tell me that the U boats regularly traveled in the Essequibo River, and used the Waini as a stalking area, but way back up the Pataro . . no way!

I must close for now to get this in the mail. I am on my way to Guatemala and so will miss your reunion. My best wishes for a very successful get

together. Maybe I can make the next one. Good luck to all!

Robert A. Cressman  
CDR USNR (Ret)

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### About Going to Martinique With a Torpedo . . .

"One Who Knows" told the Editor the rest of the story recounted above by Bob Cressman. It is here that you heard it *first*! It seems the Vichy French had a lend-lease small aircraft carrier loaded with Brewster Buffalo aircraft originally destined for French use against Germany. Since it had fallen into Vichy hands, the ship had to be stopped from delivering the aircraft to the wrong government. It was docked at a pier at Martinique. Patrol Squadron 205 was *very* secretly tasked to torpedo the ship while pierside at dawn. Only the Commanding Officer, Navigator and PPCs of the three aircraft were told the purpose of the mission.

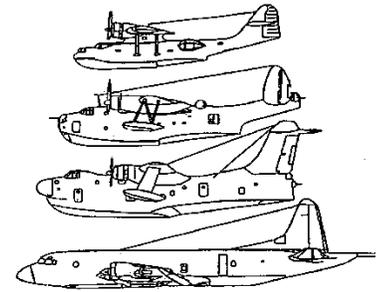
The Navigator computed the local apparent sunrise and azimuth required to attack directly from the rising sun, so as to conceal the approach as much as possible. He also computed the take-off and enroute time, so as to arrive at precisely the proper moment.

Everything went according to plan until the flight arrived at the approach point. The weather was so bad that the sun was obscured and the approach could not be made undetected, so the mission was scrubbed and not re-scheduled. "One Who Knows" unfortunately does not know what happened to the planes or ship.

Due to the obviously touchy politics involved, the story has not been hereto revealed, and its authenticity has not been subsequently tested ☺.

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### PELICAN TALES



### Thank You Letter Received

1 April 1995

Dear Association Members,

I want to thank all the Association members for voting me the **Best P5M Aviator Ever In VP-45** at the Las Vegas reunion, even though it was not a unanimous vote. I also want to thank Eric for his gracious conceding speech after insisting on a re-vote for the award. The first vote, for those not in attendance, was; Eric = 3, Chuck = all the rest. After the re-vote the total was; Eric = 1, Chuck = all the rest. As Eric said, "I can't think of a single person more deserving and qualified for the award!" Since the award has been permanently retired, I will cherish it always, and Bill will commemorate it by conceiving an appropriate memorial trophy. See you in Norfolk in '96.

Bull's-eyes always,  
Chuck

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### From Chief & Mrs. Pate

9-22-94

Dear VP 45s!

Just a note to enclose our 1995 dues and to give you a fast update — We celebrated our 52 wedding anniversary this year! Bet no one can top that! Still in Tennessee, on the bank of a creek (with waterfall yet) and still love it!

Pate is not doing well - he has pulmonary fibrosis - is bedridden most of the time - on oxygen all the time. His left lung is

completely gone - and the right one 50%. He was also 73 years old in August.

Because of this, we will be unable to attend the reunion (his oxygen hose only reaches 50 feet) and we would have loved to.

➔ Pate sez: Some of the happiest days of his life, and fondest memories, were spent with dear friends and a great squadron VP-45. Friendships formed then, from 1953 - 1957 were very special then, very special now, and very, very special forever. I think back on those good times often.

Have a good reunion - and a good visit, and please give everyone my best regards (and tell CDR Pollard - it's a toss-up who is the best looking!

I would like so much to be with you, and to talk over old times - and who knows ??? there may still be a coupla sea stories in the old frame! Take care — and God Bless you all.

Sincerely,  
L. G. Pate

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## Project Churchy

In August, 1953, Patrol Squadron FORTY-FIVE was involved in a project sponsored by the Office of Naval Research to launch a series of high altitude, constant level, SKYHOOK plastic balloon flights from the vicinity of the Galapagos Islands. The purpose of the expedition was to conduct research into the fields of primary cosmic radiation, physics of the upper atmosphere, and meteorology.

Since many turtles are known to roam the desolate volcanic shores of the Galapagos Islands, it seemed appropriate to name this project in honor of a turtle named "CHURCHY", one of the principal characters in the comic strip Pogo. Mr. Walt Kelly, creator of Pogo, agreed and gave permission for using the name.

### Launching a Balloon From Currituck (AV-7)



Photos courtesy of H. Ingber

The expedition consisted of the Navy units VP-45, USS Currituck (AV-7), USS Ellyson (DMS-19), and USS Rodman (DMS-21), and over thirty organizations and universities participating in a series of such expeditions worldwide.

Project CHURCHY was conducted in the Galapagos because only at the Geomagnetic Equator can the high-energy cosmic-ray particles which the scientists wish to study be obtained without the complication of accompanying low-energy particles. Data collected was expected to prove helpful in guiding future research efforts with multi-billion-electron volt particle accelerators.

Plastic balloons, launched from the deck of Currituck, which rose to a constant level between 90,000 and 105,000 feet carried the scientific instruments. Aircraft from VP-45 took off an hour after balloon launch and visually tracked the balloon until it released its cargo and deflated. The instruments were observed until splashdown, and marked for the destroyers to retrieve. Flights lasted about ten hours each, and usually required two flights to cover the entire mission.

The squadron deployment to the seadrome at Aeolian Bay, Isla Baltra was concluded on 12 September 1953, and a

total of 41 direct support flights required 324.5 flight hours. Eight crews and PBMs were assigned, and consisted of crews EE-1, 2, 3, 7, 9, 10, 11, and 12 (crew lists available from the Editor if requested). CDR T. R. Perry was C. O. and led the deployment—his co-pilot, R. G. (Bob) Stiles reported that the duty wasn't bad: The weather and water were warm, the flights easy (except for the cranked necks from watching the balloons so far above the aircraft), and the fishing fabulous. He said it was the only time he ever experienced the junior officers asking for crash boat duty. While waiting in the seadrome, they could fish the best spots! The crews didn't do so badly in the fishing department either—grouper were so numerous that anything less than eight pounds was thrown back. Sharks were fairly common too . . .



Crew 9 gets a big one!

A big THANKS to Al Raithel (member of Crew 1 with Bob Stiles) for his research, having this data declassified and sending it for the archives, and to Hank Ingber and Bob Stiles for their contribution.

### **Want To Locate:**

Please remember that the association needs your recollections, pictures, Plan of the Day, copies of orders, etc., for the archives. If you want any submission returned, the Secretary will do just that after copying it. We have copies of the following Cruise Books: NARMID '56, '62-'63, '68-'69, '76-'77 and can copy and return any you would like to submit.

Sea Stories are always welcome, so activate your writing instrument and tell us all your story. ☺

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**\* \* IN MEMORIAM \* \***

- Ernest M. Dale
- George H. Doolittle
- Lafayette (Larry) Jensen
- Joseph Kilcrest
- Mutsue (Mrs. P. G.) Morris
- Edgar P. Palm
- Gary Zimmerman

**FROM THE EDITOR'S DESK**



Chuck Caldwell  
1061 Arnold Way  
Alpine CA 91901  
(619)445-5072

**Special Thanks** go to the following members who brought or sent some great pictures, papers and other memorabilia to the reunion for copying into the Association archives: Their contributions, will be included in the Ready Room notebooks prepared for the Norfolk reunion.

- W. Frank Agnew**
- J. Carter Anderson**
- John M. Barry**
- K. J. Cory**
- John M. Delperuto**
- Victor J. Ehlers**
- Charles R. Franks**
- Lonnie D. Gailey**

- Lester R. Gerhart**
- Thomas V. Golder**
- Henry G. Ingber**
- M. W. Raibley**
- Al L. Raithel**
- Alvin B. Rotering**
- Lloyd S. VanSchoyck**

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**After The Reunion**

November 1, 1994  
Las Vegas, NV

Dear Chuck,

I am sending the following along in case you find room for it in your next Great Newsletter: On the 31st of October representatives from the New Vista Ranch, which currently has a population of sixteen severely handicapped young women, called at my home. I turned over to them more than four gallons of soft drinks, four pounds of pretzels, three pounds of snack mix, napkins, glasses, etc., and some edible goldfish crackers — all left over from our Ready Room.

I discussed my plan with Ken Cory and Al Jansen before they left. Enclosed is the receipt for the association files. It was great meeting you and Joan. See ya in Norfolk!

Warm regards,  
Leo J. Connolly

*Ed. Note: The New Vista Ranch is a nonprofit, charitable organization pledged in service to create a home for the handicapped. ☺*

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**More Membership News**

This newsletter and roster is being mailed to the 390 members in our active roster. Because of the cut-off date for those delinquent in their dues, 193 names had to be removed to an inactive roster from the mailing list. Since that is over 33 percent of our membership, it becomes even more important to heed *A Message From The Veep* on page one about every member getting a member. If a familiar name is missing from your copy of the roster, do him, you and the

Association a favor and recommend that he renew his membership, *and get another to join*. Renewal consists of paying current year dues and a two dollar renewal fee (to partially cover the cost of mailing newsletters/rosters while dues were past due) to the Treasurer. Once the Treasurer notifies the Secretary of a renewal, the current newsletter and roster will be mailed.

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**\*TREASURER'S REPORT\***



**PLEASE NOTICE your address label on the newsletter envelope. A label with (\*) indicates that your dues of \$10 for 1995 have not been received by the Treasurer as of 1 March. Contact him right away if you think there is a mistake.**

<u>Beginning</u>	<u>Balance</u>	(See	<u>Reunion</u>
Minutes)			
25	October		1994
\$7,188.78			
<u>Income</u>			
Dues and Donations		\$1,195.00	
Reunion (Hats, Bus)		662.20	
1,857.20			
<u>Total</u>			<u>Capital</u>
<b>9,045.98</b>			
<u>Expenses</u>			
Printing and Postage		389.63	
Reunion		1,019.04	
Total			Expenses
1,408.69			
<u>Ending Balance</u>			
28	February		1995
<b>\$7,637.31</b>			

K. J. Cory, Treasurer  
1845 Hallmark Drive  
Pensacola FL 32503  
(904)434-1259

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## PELICANS IN ACTION



From the Skipper's Office

Once again, the Pelicans of Patrol Squadron FORTY-FIVE have been called away to face new challenges in today's changing world. Having recently completed a shortened nine month turn around home cycle, the Pelican reputation is at an all time high. Recently PATRON FORTY-FIVE was awarded the Captain Arnold J. Isbell Trophy for ASW Excellence, and the Bronze Anchor for retention. In addition to these awards Pelican aircrews set fleet records on their Mine Readiness Certification and Commander Naval Air Atlantic Fleet Inspections.

Deployed to Naval Station Roosevelt Roads, VP-45 is currently a key player in the war against drugs. The ability of the P-3 Orion to stay on station for lengthy periods makes it an ideal platform to track and monitor drug traffickers. It didn't take long for VP-45 to get in on the action. Only one short month into this deployment, Pelican aircrews quickly found themselves instrumental in several missions resulting in the confiscation of millions of dollars of cocaine and marijuana. Our Maintenance Department has done a phenomenal job in keeping the planes in the air so our aircrews may continue a constant vigil in support of this key national interest.

Pelican missions include close air interception of drug runners making late night drops, open ocean surface search and surveillance, and providing a communications platform to link both military and law enforcement assets. A specifically refitted P-3C, which carries an advanced communications suite and

a powerful air search radar, was added to the Pelican fleet. In addition to drug interdiction, Pelican aircrews are also maintaining their Anti Submarine Warfare proficiency by flying on friendly targets of opportunity. Patrol Squadron FORTY-FIVE continues to lead the way in Maritime Patrol excellence. We look forward to another highly successful deployment as we continue our tradition of excellence. We are proud of our heritage, and I send my warmest regards to all of you who paved the way here at Forty-Five.

Dennis W. Stevens  
Commanding Officer

\* \* \* \* \*

### In The Next Issue

1. VP-45 History——continued.
2. Next Reunion - Norfolk - Info!
3. Dues are past due now if your address label has an (\*) ☹!!!!
4. VP-205 Insignia-Patch

\* \* \* \* \*

## LAS VEGAS REUNION



**Notice:** Eighteen baseball caps from the reunion remain. If you want one, send \$7.00 to the Treasurer. First Come First Served. Money will be returned if supply exhausted.

## Las Vegas Reunion Critique

Members who attended the Las Vegas reunion the last week in October were treated to a great Ready Room meeting place, superb weather, excitement and surprises of all kinds, and wonderful camaraderie with remembered, and recently met, squadronmates. On display in the Ready Room were notebooks containing all squadron newsletters dating from 1942, squadron histories, reunion snapshots from 1990 and 1992, Commanding Officer biographies, and all Association newsletters. They proved very popular with all who saw them, and provoked many just-remembered sea stories and events from those who had "been there". They will be bigger and better for the Norfolk reunion. Several members brought their own pictures of times past for display on the bulletin boards. Ken and Vivian Cory earned the complete admiration of all concerned by their untiring work in preparation and operation of the Ready Room. Al and Hattie Jansen spent a lot of time with the hotel coordinator making sure facilities were the best we could get, and functions were carried out on schedule.

A Ready Room Chat



Tony Testa('53) and Skeet Bemis(CO '52)

Although the Pensacola and Jacksonville reunions hosted over 360 each, the attendance this time was 167, and those absent members were really missed. Because the attendance wasn't as expected, the hotel felt obliged to reduce the complimentary services originally planned, but the most important functions — meeting and greeting, renewing old acquaintances and making new ones, could not be dampened. Members went on tours of Hoover Dam, Nellis Air Force Base, and visited many of the other hotels and casinos. There were many outstanding shows to see at night, and the Ready Room was host to a crowd every minute it was open.

The expected guest speaker, Patron Forty-Five's Commanding Officer, and the P-3 for static display, were unable to make the trip to Las Vegas. On Saturday, when it was evident the speaker was not enroute, Leo Connolly arranged for a member of the Las Vegas Navy Recruiting Station to address the group at the banquet. In what has to be considered a stroke of pure brilliance, Leo made the day! AT1 Richard F. Johnson III, USN arrived in dress blues and gave a truly inspiring and eloquent presentation, describing the entire current recruiting philosophy, trends in recruiting and candidates' qualifications, and the state of the Navy in general from all points of interest. He fielded questions from all corners of the room, and was extremely knowledgeable and able to satisfy all inquiries with thorough and complete answers. He remained after the banquet to informally answer questions and discuss any related subject. We can be eminently proud of our Navy, with professionals such as AT1 Johnson representing the United States. One major note of interest: Johnson reported in a telephone call to the Association in December, that his career received a "tremendous boost" because letters to his commanding officer were so complimentary of his presentation, knowledge, and deportment—and he wanted the Association to know how much he appreciated the response ☺.

Five past Commanding Officers were in attendance and were a continuous  
**Typical Ready Room Scene**



**Bill Dean, Jim Hoge (Ice for the bar),  
 George Jorgensen**

source of anecdotes and other stories of past squadron history from a unique perspective. Those attending and accorded special recognition at the banquet were, in chronological order: Wendell (Skeet) Bemis '52; Eric Pollard '57; Alan Lee '62; John Chappell '63; and David Hume '65.

The Banquet on Saturday night was held in a huge room located at the top of the Riviera Hotel, and its monstrous windows on opposite sides of the room provided awe inspiring sights of the mountains in the distance and the city lights below. The brunch, also held in the same room the next morning, was more than sumptuous, with something for everyone's taste or diet. The service at both the banquet and the brunch was outstanding.

Even taking into account the few and inevitable glitches, all who attended seemed to have a great time reminiscing, trying the delicious food, attending the fabulous shows — and some even had fun engaging in a few games of chance — and agreed to meet again in Norfolk in '96.

The minutes of the membership meeting are included below.



### **Minutes of the Meeting**

1015 AM 29 October. Call to Order by President Alan Jansen.



President extended personal thanks to Committee Chairmen: John Chappell, Ken Cory, Dave Johnson, Bill Holtzclaw, Mort Eckhouse, and a Big Thanks to Bill Dean and Leo Connolly.

President announced Business at Hand: Election of Officers for President and Vice President, and opened the floor for nominations.

For President: John Chappell nominated Bill Carlson. After seconded, there were no more nominations and they were closed. The vote FOR was unanimous.

For Vice President: Tony Navarre nominated Hank Gorman. Seconded by Gordon Meriwether. There were no further nominations and they were closed with a unanimous vote FOR.

The Secretary's position (and Newsletter Editor) will remain with Chuck Caldwell.

The Treasurer's position will remain with Ken Cory.

### **Other Business:**

#### **Bylaws Revision:**

Scholarship Award. Discussion ensued that squadron commanding officer had requested, and Al Jansen had approved and sent to the squadron, two scholarships in the amount of \$100 each to be awarded to two E-6 or below selected by the commanding officer. Minutes of the 1992 meeting show that the membership voted for \$50 scholarships to be awarded to two E-3 and below selected by the commanding officer. The president noted the monetary award could be used in any way the recipient wished, and that it was not restricted to books or scholarship related expenditures. Four scholarships have been awarded since the 1992 meeting; two at \$50 each and two at \$100 each. No acknowledgment from the

recipients or the commanding officers has been received to date.

A proposed addition to the bylaws was made by Mort Eckhouse and approved:

**Article X  
Scholarships**

*Two scholarships in the amount of \$100 each will be awarded annually to two squadron members, who must be E-6 and below, selected by the commanding officer. The president will notify the commanding officer of the awards in writing on or about September 1, and will forward funds in the amount of \$200. The notice is to include a request that the commanding officer inform the Association prior to October 1 as to the criteria for selection and the names of those selected. The president will notify the newsletter editor of the commanding officer's reply so that it may be published in the next newsletter.*

**Next Reunion:**

Two locations and date for the next reunion were proposed and discussed; New Orleans and Norfolk areas. The Norfolk area was selected, with the date approximately the same as in the past, late October, and the year 1996. Jack Barry "volunteered" to be Reunion Chairman, and Frank Agnew "agreed" to assist.



Joyce and Jack Barry

**Secretary/Newsletter:**

The next newsletter will be mailed to only those who are current in their dues, or paid up through 1994. Note: 1994 dues were payable 1 November 1993, were past due 31 October 1994, and are delinquent as of 1 December 1994.

Those who owe 1995 dues, payable on November 1, 1994, have until December 1, 1995 to retain their active membership. Those members not on the mail list will be removed to an *Inactive Roster*. It is expected that about 330 members will be on the mail list, and about 230 will go on the inactive roster which will be maintained in the Secretary's office.

\* \* \* \* \*

**Treasurer's Report:**



Treasurer Ken Cory takes a Photo Op

```

BEGINNING BALANCE
  16 February 1994 . . . . $
6,890.65

INCOME
  Dues/Donations . . . $ 1,962.00
  Reunion . . . . .12,487.00
  Total Income. . . . .
.14,449.00
TOTAL CAPITAL . . . . .
.21,339.65

EXPENSES
  Reunion . . .11,985.75
  Printing and
  Postage . . . 1,965.12
  Scholarships . . 200.00
  TOTAL EXPENSES . . . . .
.14,150.87
CASH ON HAND . . . . .
7,188.78

ACCOUNTS PAYABLE
  Riviera Hotel . . . . .
.136.00

Balance October 25,1994 . . .
$7052.78
  
```

**John Chappell** read a letter from VADM Stephen Loftus (Ret) regretting that he could not attend the reunion and

be the invited speaker. Stephen was VP-45's Commanding Officer in 1977.

**Mort Eckhouse** announced that he will refund the tour price to those who missed the bus. The departure time was confused with the scheduled tour time at Nellis, and some people were given the wrong information.

Approximately 85 people attended the meeting.

The meeting was adjourned sine die at 1055 AM.

\* \* \* \* \*

From The Coco Solo 1954-56 Vintage



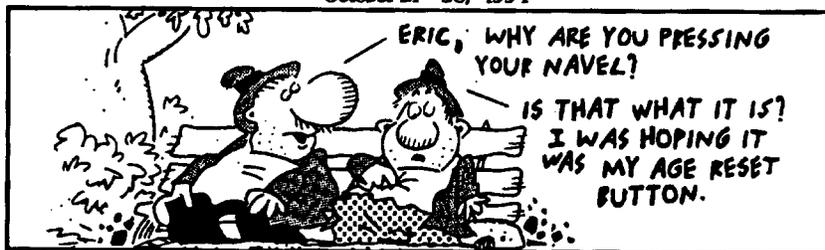
Jim Hoge, Sam Hembree, Will Moore, Tom Binns, Jack Stich, Bill Dean, Ernie Westvig, Glenn Wiggins



Chuck Caldwell, Hank Gorman, Joan Caldwell, Ron Jermstad

Scoresheet Courtesy of Eric Pollard

October 27 - 30, 1994



★

	LOSER GAMES WON (+)	LUCKY SHOTS (-)	GOOD LOOKS (+)	SKIPPER OF VP-45 (+)	GRANDS AS PIRATE (COMMUNAL)	ETC...ETC (+)	TOTAL
ERIC POLLARD	14	0	10	10	10	10	54 ★
JACK PARRY	16	5	3	0	5	5	24
ANNETTE POLLARD	12	2	9	0	0	8	27
OTHER GUY	12	3	5	0	-	5	19

CONDUCTED ON THE RIVIERA HOTEL COURTS

→ OFFICIAL RESULTS OF THE FIRST ANNUAL VP-45 VETERANS TENNIS CHAMPIONSHIPS

★ ERIC POLLARD IS HEREWITH CERTIFIED AS THE REIGNING VP45 TENNIS CHAMPION !!

★ ETC...ETC ★ = AS DETERMINED BY A QUORUM OF FORMER VP-45 SKIPPER'S WHO PLAYED IN TOURNAMENT

## Norfolk Reunion News

### Reunion Committee Report

The first meeting of the Reunion Committee began the initial planning for the 1996 reunion. Committee members are: Frank and Anne Agnew, Bill Eaton, Bill Stevens, Joe and Ruthie Stein and Jack and Joyce Barry. Since we have a few more former VP-45 squadronmates in the Hampton Roads area, I expect that this committee will grow.

Several hotels have been visited to determine the *very best one* for the reunion. We have our sights set on one in particular that is located right on Chesapeake Bay and has great accommodations. As we continue our search we will keep you informed. The committee is also planning to produce a survey that will give us the opportunity to find out what **your** particular choices are for the reunion. This survey will be prepared for the next newsletter, so be looking for it! (The committee also invites individual suggestions by mail or telephone anytime.)

For those of you who have not visited the Norfolk/Virginia Beach area for some time, we are sure that you will be pleasantly surprised. Downtown Norfolk has one of the most beautiful skylines on the east coast and also some of the finest museums and art galleries in the country. We intend to provide a selection of activities that will please each of you.

We are enthusiastic about getting together with our squadronmates and making it the best reunion ever. We will give you many more details in the next newsletter ☺.

Jack Barry, Chairman

### P5M Drivers From The Coco Solo Era (circa 1954-56)



Hank Gorman, Will Moore, Jim Carroll, Bill Dean, Jack  
(Photo courtesy Hank Gorman)

Stich, Chuck Caldwell

The photographs shown in this issue of the newsletter were sent to the editor to be a part of our archive files. The Association will save and print other photos of any event(s) from such activities if members will send them to the Editor. Copies will be made and the original returned if requested.

**We'd like to have more photos!**

\*\*\*\*\*

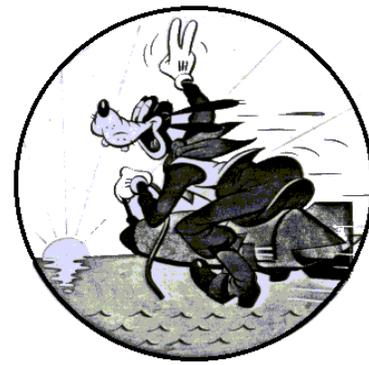


**Fair Skies . . .**

Chuck



Harlan Dinger Takes A Shot



# THE PELICAN POST OF PATRON FOUR-FIVE ASSOCIATION

Bill Carlson — President  
Hank Gorman — Vice President  
Ken Cory — Treasurer  
Chuck Caldwell — Secretary/Editor

Newsletter #16

September 1995

### Please read this

 **ALL HANDS: Dues** are \$10 per year. **If your address label has an (\*) after your name, your 1995 dues are past due.** This issue includes an up-to-date Roster Addendum to the April Roster. . . . If you change your address, please inform the Editor. This edition will be forwarded to you by the Post Office and an address correction sent to the Association at a cost of \$.50 for each such correction, but if you send a free postcard from the Post Office when your address changes everyone wins.



## PRESIDENT'S MESSAGE



**Bill Sez** ■ ■ ■

It has been a beautiful summer here in the Northwest, allowing for plenty of golf; however, look with distrust on anyone who tells you that your game will improve after you retire! Your Association officers have regularly been discussing various topics relating to the conduct of business and, of course, the next reunion. You'll read about those things elsewhere in this newsletter. Jack Barry continues to meet with the reunion committee regularly, and I'm looking forward with pleasure to October '96! A reminder--dues are payable by 1 November! Please don't hesitate to contact me at any time if you have a comment on any aspect of our Association. You will get a prompt reply. I also want to give our congratulations to Mort

Eckhouse and his wife Jean, who were recently married.

*That's it for now.*

*Best regards,*

William F. Carlson, 1218 W. 21st Ave., Kennewick WA 99337

### \*NOTES FROM ALL OVER\*



#### This From The Netherlands

Mr. Jerry Casius is researching data for a history of the anti-U Boat war around the

Dutch Antilles islands of Cruaçao and Aruba, and would appreciate hearing from anyone who served in a squadron that operated in the area in 1944. He has a U.S. address for those who will respond:

Mr. Jerry Casius  
c/o Airwork Corporation  
Millville NJ 08332-4882

\* \* \* \* \*

From VP-45's Skipper

CDR Brian Meyerriecks, Commanding Officer of VP-45, wrote to let our members know that the two scholarships awarded last year went to two very worthy squadron members: AE1 Henry Carrillo and PN3 Joycelin Vester.

Petty Officer Vester applied her scholarship towards intermediate algebra and speech courses at Florida Community College of Jacksonville. Petty Officer Carrillo used his scholarship to study

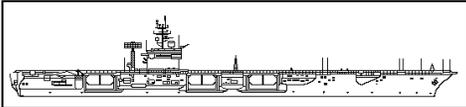
Airspace Management at Southern Illinois University.

CDR Meyerriecks said, "I would like to personally thank the PATRON FOUR-FIVE Association for your thoughtful scholarship donation. It means a great deal to me and to our fellow *Pelicans*."

The Association also received the picture of two P-3s from VP-45 firing ZUNI rockets shown later in this newsletter, and a Change of Command brochure with biographies of both the C. O. and X. O. for our archives. ☺

\* \* \* \* \*

### Did You Know



The Navy, in a tribute to two former presidents, approved the naming of two nuclear-powered aircraft carriers for Ronald Reagan and Harry S. Truman. USS Harry S. Truman is to be commissioned in 1998, and USS Ronald Reagan in 2002. At present, the Navy has 12 aircraft carriers on the line.

\* \* \* \* \*

### THE JAX BUNCH FOR BRUNCH 23 JANUARY 1995



Picture courtesy Will Moore — Names and comments from John Pavlick

Front row, L to R: Junie Murray (Ordnance - Bee Bee Stacker), John Pavlick (Mech), Lester Griggs (Mech).  
Back row, L to R: Clifford Nelson (Metalsmith), William "Bill" Scarborough (Ordnance then LDO), James Ball (Mech), Will Moore (Gold Braid), Fred "Fritz" Meyne (Ordnance - Bee Bee Stacker), Lonnie "Lon" Gailey, (Metalsmith then LDO).

John Pavlick and Will Moore sent the above picture with a note that ALCON had a great time swapping lies and other sea stories at a brunch get-together in Jacksonville on 23 January. John mentioned that Loretta Pavlick, Nina Nelson and Mary Gailey had a distaff meeting at the shopping

mall while the troops were partaking of the calories.

### Jax Bunch for Brunch Meet Again in July



L to R: Lon Gailey, James Ball, Will Moore, Lester Griggs, Matt Matherson, Fred Easter, John Pavlick. Not pictured: Fritz Meyne.

\* \* \* \* \*

### Another Mini-Reunion



L to R: Betty Ann Smith, Lovie Merriweather, Jean Coffey (now Eckhouse), Bill Smith, Blair Laughlin, Marcie Johnson, Cliff Oberlander, Susie Newman.

Mort Eckhouse reported a gala, attended by the above members was held at the home of Jeanne and Cliff Oberlander on 25 February (Not pictured: Jeanne Oberlander, Vivian and Ken Cory, George Newman, Jim and June Carroll, Mort Eckhouse and others). Mort furnished the cake shown, and all reported no ill aftereffects ☺. Mort brought the picture to California where he met Joan and Chuck Caldwell for a very delicious "lunch at the Del".

\* \* \* \* \*



Dear Ken,

Enclosed is my check for 1995 dues. My wife and I were at the Vegas reunion and, God willing, we will try for Norfolk.

I was disappointed as John Crawford and myself were the only VP-45 members of 1943. Maybe next time there will be others.

Respectfully yours,  
Vince Ressa

\* \* \* \* \*

Dear C. B.,

Thanks to you and *The Retired Officer* I have heard from VPB-205. My wife and I would love to know about the old friends. I joined VPB-205 in October of '43 and left in November of '45.

Thanks,  
Paul Wennerstrom

\* \* \* \* \*

Dear Ken,

Enclosed is my check for my dues for 1995 as per our TELCOM today. Also, please note my address change. My previous street address was 33 Mt. Gilead Place, but due to the installation of the Emergency 911 service we got a street name and number. We are still at the same place.

In addition I noticed that my wife's name was not on the roster. Her name is Veronica M. Smith.

Sincerely yours,  
John P. Smith

\* \* \* \* \*

Dear Chuck,

Really enjoyed the article on *Operation Churchy* in the last newsletter. Brought back a lot of memories. Enclosed are copies of shots I took, and were taken, of EE 2.

I remember one balloon launch that took us almost past the point-of-no-return. We landed back at the *Currituck* with very little fuel remaining. LT Hall was the PPC. He

really kept PO 1 Smith busy at the radar console to help us get back.

As pointed out, the fishing was great and the weather good. Quite a different mission than what we were used to.

Would enjoy receiving a copy of EE 2's crew list. Look forward to next reunion.

Roger Tully  
2nd Ordnanceman  
Crew 2

\* \* \* \* \*

Dear Ken,

Enclosed is a check for Captain (Ret) W. W. Bemis (CO '52 VP-45 Panama).

We truly enjoyed the latest *Pelican Post* and I'm hoping we can make the next reunion in Norfolk '96! We truly enjoyed the Las Vegas reunion!

Pleased to see the picture of Tony Testa and *Skeet* in the newsletter. We are pushing a couple of "drop out" members to active again! Keep up the good work—we need you younger people!

Thanks,  
Kathryn S. Bemis

\* \* \* \* \*

Dear Mr. Caldwell,

Thank you for your kind letter. I will appreciate getting the newsletters & rosters. It's a nice way to keep in touch with long-time friends.

Any information you may have on Julie Gayle, wife of deceased Robert E. Gayle CDR USN, would be appreciated. The last information I had was that she was in Florida. We had duty together on several occasions; first time was at Whidbey Island 1942-1943.

Thank you for any information you could send me.

Best regards,  
Mrs. Betty Doolittle

*(Ed Note: Dave Johnson tried mightily to locate Julie Gayle but was unsuccessful. If anyone has any info, please let Mrs. Doolittle know.)*

Dear Cory,

Enclosed is dues for 1995. We couldn't make the reunion but may next time. I'm not in the aviation business anymore (he was buck AeroEnterprises, Railroad Division). We

have a model supply store here in Daleville—HO trains, N Gauge and such; Lionel & O Gauge.

Sincerely yours,  
Elmer E. Thomas

"They call me Buck"

\* \* \* \* \*

Mr. Cory,

Here's my check for membership dues. I was assigned to the Power Plants Shop on check-in (1958) and was transferred to Aircrew shortly afterward. I was Plane Captain on LN 2, flying with LT Jack Archambault, LT R. C. Jones, LTJG Bill Snell and AE2 Donald Dawson. I made Chief there in 1960 and left VP-45 in 1961. I retired in 1971 after 24 years, and I still consider my tour of duty in VP-45 as the Best and most memorable of all.

I visited with Meridith Coates last summer in Tennessee and borrowed a copy of his Association roster. I look forward to meeting more shipmates in the future.

Sorry I couldn't make the Las Vegas reunion. Maybe next time.

Billie C. Rodgers  
McAlpin, Florida

\* \* \* \* \*

Dear Mr. Caldwell,

I saw your insert Re: VP-45 in *Military*. I served in VP-45 in 1956-57 (Coco Solo, Canal Zone, and NOB Bermuda) and over the years have wondered what happened to the squadron and the people I served with. I would be interested in receiving a copy of the roster and newsletter.

Sincerely,  
John Doherty

P. S. Would you by any chance be the LTJG Caldwell who was with VP-45 at the same time I was? (*Ed Note: Yup.*)

\* \* \* \* \*

Dear Ken,

I reckon I should tell you why I'm not renewing my membership. You guys are just a cut above me, in being big spenders from the East. I just cannot afford to spend so much. I know one other that feels the same way, so I'm not alone. I'm sorry.

Sincerely,  
Al Carmody

\* \* \* \* \*

Ken,

Sorry to be a "delinquent" but with the other associations — PATWING FOUR (VP-43, VP-45), VPB-124, CVE 118, CVS 37, VS-37, VQ-2, VIGILANTE RA5, VW-11, OLD CROWS, TROA, etc., I seemed to have slipped up on VP-45. Since I was in crew 1, a plankowner in the original 45, I value this association membership.

Vresp-  
Sam Cobean

\* \* \* \* \*

Dear Ken,

Enclosed a check for \$20 - \$10 for dues and a \$10 donation to VP-45 Assn. Chuck Caldwell did some Xerox copying of VP-45 history for me and I am responding with a little donation for doing that work for me.

Hope to see you all in '96 in Norfolk. Thank you for your friendship shown to me by yourself and Chuck + the rest of the gang in setting up our last reunion in Vegas.

Sincerely,  
John M. Delperuto

\* \* \* \* \*

Dear Mr. Cory,

Wait! Wait! Don't throw my name in the round file yet! I have just relocated to Morehead City, NC and am sure I've missed a lot of mail. But I did get your post card of 1/20/95. Thanks for the reminder. I am enclosing a check for \$50. Hopefully this will get my dues up to date., and I would like the remainder to go to back copies of the newsletter. Thanks for your help!

D. M. Schwier  
ABF-3 Beachmaster '62-'65

\* \* \* \* \*



**\*\* IN MEMORIAM \*\***

**Wilson K. Haselden**

**☆ VP-45 HISTORY ☆**

(Concluded in this issue)

In early 1993 VP-45 was nominated for the Captain Arnold J. Isbell Trophy for ASW excellence by COMPATWING ELEVEN. CDR Robert W. Elliott relieved CDR Brannon in April 1993. While completing a

difficult at-home cycle, the squadron continued to meet its operational responsibilities by participating in *Operation Sharp Guard*, the embargo against Bosnia, from April to August. The Pelicans also participated in *Operation Desert Storm* in May of 1993. In September of 1993 the squadron departed on another deployment to Keflavik, Iceland.

This deployment allowed VP-45 to once again be the test bed for a new tri-site deployment policy. The squadron's Combat Air Crews conducted extensive operations from Keflavik, Sigonella and Jacksonville. Operations from Sigonella, Sicily included support once again to *Operation Sharp Guard*, flying a large portion of the operational flights with only two aircrews. While deployed, the squadron also took part in NATO Joint Maritime Course exercises in northern Europe and joint exercises with the Danish Navy, while maintaining detachments to Rota and Lajes. The operational tempo maintained by VP-45 set the standard for tri-site deployments. All the missions performed by the squadron's aircrews were only possible with the superb support of all squadron personnel. In recognition of such support the Pelicans received both the **Golden Wrench Award** and the **Captain Arnold J. Isbell Trophy** for ASW excellence. CDR Dennis W. Stevens relieved CDR Elliott on 22 April 1994 in ceremonies at NAS Jacksonville.

During the 1994 home cycle, VP-45's reputation soared to an all time high by consummating a highly successful training period with a superb performance on the annual COMNAVAIRLANT NATOPS evaluation and record setting scores on the pre-deployment Operational Readiness Evaluation (ORE) and the Mining Readiness Certification Inspection (MRCI). Pelican aircrews were also lauded for additional participation in UNITAS XXXV. The squadron received the *Top Gunner Award* for demonstrating exceptional weapon loading and delivery capabilities, and the **Armed Forces Expeditionary Medal** for participation in *Operation Uphold Democracy*. During December 1994, Patrol Squadron FORTY-FIVE deployed to Naval Station Roosevelt Roads, Puerto Rico, with detachment sites throughout the Caribbean, as an instrumental player in the war against drugs.

CDR Brian J. Meyerriecks relieved CDR Stevens on 7 April 1995 in ceremonies conducted at NS Roosevelt Roads while on

deployment. The squadron returned to Jacksonville in June, 1995.

*On 1 November 1995 the current VP-45 will celebrate its 53rd consecutive birthday!*

Fini

**Editor's Note:**

① The VP-205 patch that appears in the masthead for this issue was designed in 1944, but was never submitted for approval because the squadron was redesignated VPB-205. It appeared on the aircraft anyway in several slightly different views. Two of those views were sent in by Carter Anderson and Dom Gangemi only a couple of weeks apart. Ken Childrey and the editor worked the two into a composite, colored it, and it now is a part of our logo. Thanks go to Carter, Dom and Ken for their consideration and help in adding to our artifact files and in the creation of a complete logo!

② This completes the squadron history series that began with Newsletter Number Ten. It covered the history of the active squadron that began as VP-205 on 1 November 1942, was redesignated VPB-205 on 1 October 1944, back to VP-205 on 15 May 1946, became VP-MS-5 on 15 November 1946, and finally was designated VP-45 on 1 September 1948.

Two other squadrons bore the VP-45 designation. In the late 1930s VP-21 in Hawaii became VP-45 for a six month period before being redesignated VP-14 (Commanded by Frederick M. Trapnell who retired as VADM). The other squadron was commissioned VP-45 at NAS Sand Point 22 April 1943 under the command of LT Robert L. Donley, and was decommissioned at NAS Norfolk on 30 May 1945. It flew the PBY type aircraft from the Aleutians to Brazil, and its history was chronicled in Newsletter Number Nine.

\*\*\*\*\*

**Lon Gailey Writes . . .**

24 March 1995

Chuck,

I've had these pictures ready to send out to you since January but they got out of sight—then out of mind.

These pictures are to help promote the Association, so they are from us with thanks and love to our squadron mates.

God bless and have a great summer.

s/s Lon Gailey

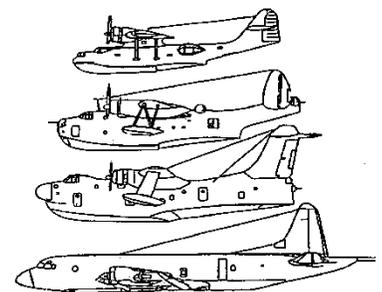


**Bravo Zulu!**

*Lon and Mary sent two packets of color photographs taken at the Las Vegas reunion for our archives. They will be placed in the photo albums that contain other pictures taken by Lon at the previous three reunions. These albums are present at each reunion for your viewing pleasure.*

\*\*\*\*\*

**PELICAN TALES**



**Past Commanding Officers Attend Las Vegas Reunion**



**Eric Pollard (56), John Chappell (63), David Hume (65), Wendell Bemis (52), and Al Lee (62).**

## Proposed Change to By-laws

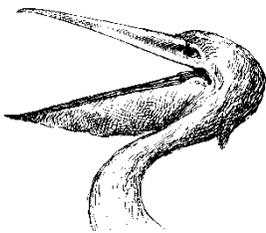
In accordance with the Association by-laws, Article VIII, Section 2, the following amendment to the by-laws is hereby presented in accordance with the provisions of Section 3 of this same Article:

After the last word in the first sentence of Article III, Section 2, add the following sentence:

Life membership dues shall be in the amount of \$100, and five year membership dues will be in the amount of \$40, payable at any time and to become effective on the anniversary of dues due date for that member.

Section 2 will then read as follows: (Words in italics are proposed addition)

The annual dues for both memberships shall be \$10.00, payable annually by November 1 of each year. *Life membership dues shall be in the amount of \$100, and five-year membership dues will be in the amount of \$40, payable at any time and to become effective on the anniversary of dues due date for that member.* The Treasurer shall notify members and associate members whose dues are 3 months in arrears, and those whose dues are not paid within 30 days thereafter shall be automatically removed from the active rolls and mail list. Reinstatement is automatic upon remittance of one year past dues plus \$2.00 for postage. Surviving spouses of members and associate members shall be exempt from payment of dues.



As prescribed by article VIII, Section 3, proposed amendments submitted to members by newsletter shall be considered approved if less than ten percent of the members object in writing or voice to the President within thirty days of the publication in the newsletter. This does not prevent the subject or change from being brought up at the reunion business meeting for further action or discussion.

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## FROM THE EDITOR'S DESK



### Address Labels and Notice of Dues Due

**L**ook at your address label on the envelope in which you received this newsletter. If it has an asterisk (\*) at the end of your name, your dues of \$10 for 1995 are past due.

Many members have mentioned they missed the notice in their newsletter that such a character after the name on the address label indicates membership is in jeopardy because dues have not been paid.

In an effort to remedy this, we will be more forceful in making sure everyone gets the word. Every effort will be made to present the warning in bold and easily recognizable form within the newsletter so it will be more obvious and less likely to be overlooked.

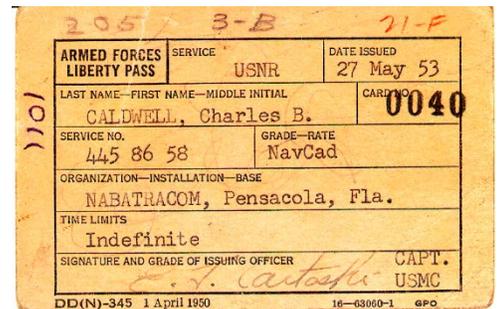


### 1996 DUES ARE DUE 1 NOVEMBER 1995

#### Liberty Card, Anyone?

How many of you still have your liberty card(s)? As I was rummaging through old photo albums looking for a particular picture (never did find it) I came across my old NavCad liberty card. It occurred to me that a display of members' liberty cards at a reunion would be a unique and interesting event. If you will send a copy of **your** card or cards—or the real thing—we'll arrange them on a poster at the next reunion. If you want the original back, let me know and I'll scan it and return it right away. Try to send

yours in as soon as you can so we can group them and ensure a classic display! We might even get a few in the newsletter, and have a contest to see who submits the oldest, newest, or whatever ☺!



ARMED FORGES LIBERTY PASS	SERVICE USNR	DATE ISSUED 27 May 53
LAST NAME—FIRST NAME—MIDDLE INITIAL CALDWELL, Charles B.		CARD NO. 0040
SERVICE NO. 445 86 58	GRADE—RATE NavCad	
ORGANIZATION—INSTALLATION—BASE NABATRACOM, Pensacola, Fla.		
TIME LIMITS Indefinite		
SIGNATURE AND GRADE OF ISSUING OFFICER <i>[Signature]</i>		CAPT. USMC
DD(N)-345 1 April 1950		16-03000-1 GPO

#### Goofy Patch - Colorized

We now have a Goofy patch in color! No one sent in a colored version, so Ken Childrey used the original color specifications from Walt Disney and his computer to colorize it as it was originally meant to be. It is truly a beautiful patch, and Ken can be very proud of his paint work. We'll have a sample of it at the reunion in Virginia Beach.

As mentioned earlier in this issue, we now have all three patches, all in color, and it took several members to accomplish the feat. VP-45 (all of 'em) has a well-earned reputation for such teamwork!

#### Middle-Aged Perspectives

(Borrowed from another)

o placidly amid the confusion and take what comfort you can from owning a piece of the same. Avoid fried food. Speak glowingly of those whom circumstance has placed above you, and heed well their advice, even though they be turkeys. Know what to kiss and when. Pinch not thy spouse's best friend on the bottom lest there be hell to pay. Consider that two wrongs never make a right, but that three do. Eat soybeans, yogurt, and mustard greens. Study no history lest you detect disturbing parallels therein. Lust not after thy

neighbor's maid servant, for she be as ugly as homemade sin. Take a minority person to lunch, but go dutch. Exercise caution in your daily affairs, especially with that cute blond person. Whenever possible, put people on hold. Strive at all times to bend, fold, spindle and mutilate. Be comforted that whatever the changing times, there is always a fortune to be made in computer maintenance. Gracefully surrender the things of thy youth; the ozone layer, 1952 Chevy convertibles, hot fudge sundaes, cheerleaders, and three day passes in Tokyo. Use no hooks. Take heart amid the deepening gloom that your dog has been spayed ... and he didn't like it. Change the water in the goldfish bowl. Let not the sands of time get into your tunafish sandwich. Pay your taxes with a smile on your face and a song in your heart. Lift that bale and tote that barge. Argue not with the County Assessor's Office. For a good time call 555-4311 ... ask for Bubbles. Spare thy kidneys, drink naught but single-malt Scotch whiskey. Early to bed and early to rise, but goof off a little in the afternoon. Save the Pupfish, but vernal pools should not hold up progress (what in the world is a vernal pool?). Vote early and often. Reflect that, whatever misfortune be your lot, it could only be worse on Shemya (where in the world is Shemya?). Buy American, boycott cholesterol, and save tinfoil. Don't ever, ever smoke tobacco (or anything else). Cheat at solitaire. Save your Confederate money, for the South may (will?) rise again. (are you listening in Florida?). Always remember the early worm gets the bird. A bird in the hand, conversely, is better than a poke in the eye. When discouraged by your floundering career, consider that Jacques-Yves Cousteau started with a single rubber ducky and a bathtub in Marseilles. Buy cheap and sell dear. Whether you can hear it or not, the universe may be laughing at you behind your back, therefore; make peace with God, whatever you perceive Him to be — hairy thunderer or cosmic muffin.

Impeach Ross Perot . . . .

\*\*\*\*\*

Chuck Caldwell  
1061 Arnold Way  
Alpine CA 91901  
(619)445-5072

\*\*\*\*\*

**\*TREASURER'S REPORT\***



<b>Beginning Balance</b>	
28 February 1995	\$7,637.31
<b>Income</b>	
Dues and Donations	\$1,406.00
Misc. Income	<u>220.51</u>
TOTAL INCOME	1,626.51
<b>TOTAL CAPITAL</b>	<b>\$9,263.82</b>
<b>EXPENSES</b>	
Printing and Postage	\$658.21
Reunion '96 Operating Fund/Hotel Deposit	<u>950.00</u>
TOTAL EXPENSES	<u>1,608.21</u>
<b>ENDING BALANCE</b>	
15 August 1995	<b><u>\$7,655.61</u></b>

K. J. Cory, Treasurer  
1845 Hallmark Drive  
Pensacola FL 32503  
(904)434-1259

***P***LEASE NOTICE your address label on the newsletter envelope. A label with (\*) indicates that your dues of \$10 for 1995 have not been received by the Treasurer as of 15 August. Contact him right away if you think there is a mistake. 1996 dues (\$10) are payable 1 November.



VP-45 P3s Firing ZUNI (5") Rockets

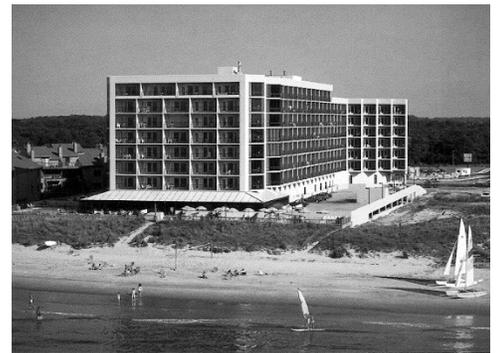
**In The Next Issue**

- 1. The History of the Chief Petty Officer Grade . . . Continued.**
  - 2. Next Reunion - VA Beach - Info!**
  - 3. 1996 Dues Are Payable Now.**
- Use The Enclosed Envelope To Send 'Em In!**

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## Reunion Info

### HOTEL SELECTED FOR THE 1996 VP-45 REUNION



The Virginia Beach Resort Hotel has been selected as the site for the 1996 VP-45 Reunion. This magnificent resort is located where the Chesapeake Bay meets the Atlantic Ocean and is a perfect location for the many activities available for our reunion. All accommodations offer luxurious amenities including: separate sleeping and living areas, refrigerator, microwave, wet bar, dressing area, color cable television and much more. Each suite has a large balcony with a breath taking view of the Chesapeake Bay.

Located on the property is a large indoor/outdoor pool, fully equipped health club, and two restaurants that afford casual and fine dining. The resort also offers tennis at the Virginia Beach Tennis Club, one of the finest facilities of its kind on the east coast. If golf is your game the resort is affiliated with the Broad Bay Country Club. So whether you want to get into the more strenuous activities or just stroll your own private beach...the choice is yours.

The resort has provided us with a beautiful "Ready Room" that will accommodate all our needs. Our banquet and reception will also be held right at the resort.

In addition to having the finest resort in the area for our reunion we have negotiated a

great rate...\$59 per night per suite. Additionally, this rate will be honored three days before and three days after our reunion for those who want to spend additional time in the area.



## The History of the Chief Petty Officer Grade

(This history was researched and written by CWO-4 Lester B. Tucker, USN (Retired), and appeared in the Spring/Summer 1993 issue of **Pull Together**, the Newsletter of the Naval Historical foundation and the Naval Historical Center. It is reprinted in **The Pelican Post** by permission.)



Chief Petty Officer



Senior Chief Petty Officer



Master Chief Petty Officer

It is a sure bet that one of the proudest days in an enlisted individual's naval service is the date on which a first class petty officer dons the uniform and is accepted into the Chief Petty Officer community. At this time, the P01's leadership and professional abilities are recognized by superiors. These qualities continue to be honed with experience and maturity until retirement.

This article covers the history of the grade of Chief Petty Officer. April 1, 1993, marked the 100th anniversary of the creation of that grade. It is necessary, however, to look back to the origins of the Continental Navy to establish the foundation of relative grades and classifications that led to the ultimate establishment of the CPO grade. During the Revolutionary War, Jacob Wasbie, a Cook's Mate serving on board the *Alfred*, one of the first Continental Navy warships, was promoted to "Chief Cook" on June 1, 1776. Chief Cook is construed to mean Cook or Ship's Cook which was the official rating title at that time. This is the earliest example

of the use the term "Chief " located to date by the author.

The United States Navy was reauthorized under the Constitution by an act of March 27, 1794. The fledgling Navy was to consist of four forty-four gun frigates and two thirty-six gun frigates. The action taken by Congress on that date was based upon the need to counter the Algerian pirates. However, a treaty was reached between the United States and Algiers prior to completing any of the vessels, and the act was allowed to expire.

The construction or completion of three frigates was later directed under an act of July 1, 1797. Those ships were the *Constitution* and *United States*, each rated at forty-four guns, and the *Constellation*, mounting 36 guns. Personnel allowed to the two classes of warships were the same under both acts. Petty officers, who were appointed by the Captain, consisted of one Captain's Clerk, two Boatswain's Mates, a Coxswain, a Sailmaker's Mate, two Gunner's Mates, one Yeoman of the Gun Room, nine Quarter Gunners (eleven were allowed for the two larger vessels), two Carpenter's Mates, an Armorer, a Steward, a Cooper, a Master-at Arms, and a Cook. Non-petty officers as listed in the 1797 act, consisted of 103 Ordinary Seamen and Midshipmen and 150 Able Seamen for the larger frigates; the smaller vessel, *Constellation*, was allowed 130 Able Seamen and Midshipmen and 90 Ordinary Seamen. None of those figures included Marines, which added three Sergeants, three Corporals, one Drummer, one Fifer, and 50 Marine Privates to the complement of the larger ships. The 36 gun frigate was allowed 1 less Sergeant and Corporal and 40 rather than 50 Marines.

(To Be Continued . . .)

## ACCOMMODATIONS REQUEST

Patron Four Five Reunion

October 31 - November 3, 1996

Special group rates for your visit have been arranged as follows. Please check one.

\_\_\_\_\_ Single: \$59 \_\_\_\_\_ Double: \$59

RESERVATIONS MUST BE RECEIVED BY 10/10/96  
After this date your reservation will be accepted on a space and rate availability basis only.

Please Print \_\_\_\_\_ Date \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State/Zip \_\_\_\_\_

Daytime Telephone ( ) \_\_\_\_\_

Sharing With \_\_\_\_\_

Arrival Date \_\_\_\_\_

Departure Date \_\_\_\_\_

ALL RESERVATIONS MUST BE GUARANTEED.  
YOU MAY DO SO IN THE FOLLOWING MANNER:

ADVANCE DEPOSIT: Please send one night's deposit plus 10% tax. Deposit must be received prior to reservation cut-off date.

GTD BY CREDIT CARD: Exp. Date: \_\_\_\_\_  
 AMX  MC  Visa  
 Carte Blanche/Diners  Discover

Account Number \_\_\_\_\_

Signature \_\_\_\_\_

Deposits will be refunded if reservations are cancelled by 6pm 72 hours prior to arrival. DEPOSIT ON RESERVATIONS NOT CANCELLED 72 HOURS PRIOR TO ARRIVAL WILL BE FORFEITED.

For Office Use Only  
Date Sent: \_\_\_\_\_ CHECK-IN TIME IS 4PM.  
Date Rec'd: \_\_\_\_\_ CHECK-OUT TIME IS 11AM.



Fair Skies . . .  
Chuck

Mail the above hotel registration directly to the hotel at 2800 Shore Drive, Virginia Beach VA 23451, or register by calling (in Virginia 1-800-422-4747), or (outside Virginia 1-800-468-2722). Please make sure that you tell them you will be attending the VP-45 Reunion.

## Hear Ye, Hear Ye . . . Action Requested. . . Attention to Ye Olde Surbey !!!

***This survey is designed to provide an opportunity for you to pick and choose some of the activities available for the 1996 reunion. Please fill out and return this survey, along with your dues, to the Treasurer, Ken Cory, in the addressed envelope provided with this newsletter whether you plan to attend or not. Since the reunion is still over a year away, we realize circumstances may alter your plans — to go or not — however, your assistance and consideration in filling out this survey will help guide us in the months ahead in our planning for the reunion events.***

Name: \_\_\_\_\_ . Do you plan to attend the reunion? Yes \_\_\_ No \_\_\_\_ . If YES, please indicate how many may be in your party \_\_\_\_\_ .

Please answer the following questions if you checked the Yes block above, or even if you think there is a chance you might attend. ☺

Do you intend to stay at the Virginia Beach Resort Hotel? Yes \_\_\_ No \_\_\_

Do you intend to rent a car while attending the reunion? Yes \_\_\_ No \_\_\_ (Special rates may be available if enough say Yes.)

Do you plan to arrive by: Air \_\_\_ Auto \_\_\_ Other \_\_\_\_\_. What day? \_\_\_\_\_

### **The following tours/events are available. Please indicate your interest(s).**

Naval Base including aircraft carrier tour and lunch \_\_\_\_\_

Williamsburg Tour \_\_\_\_\_

Harbor Cruise with lunch aboard \_\_\_\_\_

Pottery Factory Tour \_\_\_\_\_

Museums: MacArthur Memorial \_\_\_\_\_ Chrysler Museum \_\_\_\_\_ Nauticus (Nat'l Maritime Center) \_\_\_\_\_ (Others as may be arranged) \_\_\_\_\_

Interested in: Golf \_\_\_\_\_ Tennis \_\_\_\_\_ Fishing Trip \_\_\_\_\_ Shopping \_\_\_\_\_

Please indicate in the space below any suggestions or recommendations you may have to help make this the best reunion ever. We look forward to hearing from you and, just as importantly, visiting with you at the Patron Four Five Association Reunion.

**Thank you for sending your dues and this completed survey to Treasurer Ken Cory.**

John M. Barry, Reunion Committee Chairman

## Brief Descriptions of Attractions

**BUS TOUR OF COLONIAL WILLIAMSBURG:** A seven hour tour for the history buff. Enjoy a full day touring Colonial Williamsburg, with admission tickets providing entry into many exhibition buildings and the 18th century craft shops where costumed hosts recreate the sights and sounds of America 200 years ago.

**BUS TOUR OF COLONIAL WILLIAMSBURG AND POTTERY FACTORY:** Spend the morning in Colonial Williamsburg and the afternoon at the Williamsburg Pottery Factory. In Williamsburg your historical interpreter will guide you through the past and the events that helped shape America's history as you stroll through the restored area of this lovely colonial capital. Following lunch (not included) you will visit the famed Williamsburg Pottery Factory. For half a century the Williamsburg Pottery has been in the forefront of the outlet trade. Shoppers will find a bonanza of bargains in the factory owned and operated shops and stores featuring over 70,000 items located on over 200 acres. Each year over 3,000,000 people visit the Pottery.

**SPIRIT OF NORFOLK CRUISE:** Board the magnificent *Spirit of Norfolk* for a two hour lunch cruise up the Elizabeth River to the Norfolk Naval Station. View the ships of the U.S. Atlantic Fleet as you cruise past the destroyer/submarine piers and be amazed at the huge aircraft carriers that are homeported here. For the seaplane pilots, glance over to Willoughby Bay and recall the splashdowns in the PBY, PBM or P5M. Ah, Those were the days!!!

**GOLF:** Less than a mile from our resort hotel is a new and challenging golf complex . . . Broad Bay Country Club. The 6,135 yard course is captured by tree-lined fairways, lakes, streams, and bunkered fairways and greens.

**DEEP SEA FISHING:** Virginia's finest and largest head boats are also within one mile of the Virginia Beach Resort and Conference Center. Full and half day fishing trips are available for your sporting pleasure.

**TENNIS:** The Virginia Beach Tennis Club is affiliated with our hotel, and courts may be reserved right from your room. This is one of the finest tennis complexes on the east coast and provides over 30 hard true outdoor courts as well as eight indoor courts.