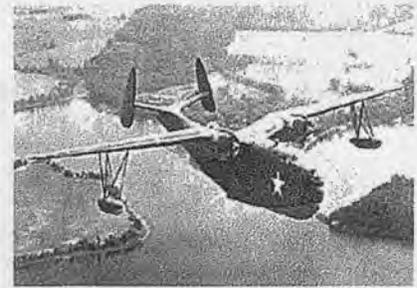


# PATRON FOUR-FIVE ASSOCIATION

Pelican Post



October 2009 NL#43

## *From the president...*

Fellow "Pelicans", in the last Newsletter we stated that we would be asking members to indicate their preference for the 2010 Reunion site in this issue of the Newsletter. Since then we have learned from Reunion Planners and other sources that a decision must be made no later than 15 December 2009 in order to get the best deals for site selection accommodations and tour arrangements. We have received a few recommendations from members however in order for the remaining members that to have your vote for site selection count we must receive it no later than 1 December. You may provide your selection to me or any association officer via e-mail or telephone as shown in latest roster issue. Members may also return their selection via mail as indicated in the reunion information notice of this issue.

As most of you know Steve Riddle has served the association for several years as Secretary which included the development of the Association Website. Steve has continued to maintain the website even though he is no longer

Secretary. Most of the current officers are somewhat limited in website development experience and knowledge. It is our intention to relieve Steve of that requirement as soon as a qualified candidate is identified. The association intends to create a new position as "Website Manager". Anyone who is interested in volunteering for this position please contact me via e-mail at [bpj1927@yahoo.com](mailto:bpj1927@yahoo.com). The association will provide necessary software materials to perform this task.

Across this next year, I would ask your help in recruiting new members. Break out your snail mail and e-mail address books and challenge those you know have been in VP-45 and ask them to join.

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

Buck Jones



## In Memoriam

*Those who have made  
their last takeoff ...*

### Allen McCroskey

PJ Imhof (e-mail sent 4 May 2009) has informed us that Allen's wife informed him that he is deceased and his name should be removed from the roster. No obituary or date of death is known.

### Robert Harrell

PJ Imhof (e-mail sent 26 May 2009) has informed us that he received by mail a roster page with Robert Harrell's name highlighted and over the highlighting was written "Deceased for Three Years – Please Take Off Mailing List" – there was no return address and attempts to contact by his listed phone number were not successful.

### Robert Thurman

PJ Imhof received a call (1 May 2009) from Hank Ingber notifying us that member Robert Thurman passed away about a month ago.

### James H. Winn

Member James H. Winn was listed in the VPNAVY website page as deceased as of 13 July 2009 by his daughter Kathy Winn.

### Elmer Chute (wife of Ray Chute)

Ray Chute wrote to inform us (as an update to the roster) that his wife of nearly fifty years had passed away in 2005.

### Walter B. Baxter

Erna Kelly informed us by e-mail of Walter Baxter's passing on 5 December 2008.

### Eugene Martinez

Bill Tapp informed us that after a battle with Stomach cancer, Gene passed away 16 September 2009 at his home in Arizona. Sept 19, 2009. Bill provided the following remembrance the day of Gene's funeral:

"Today is Gene Martinez's funeral and burial. I have known and appreciated my relationship with Gene and his family beginning in Coco Solo,

## Eugene Martinez (continued)

Panama (1955) and in Bermuda (1957). Gene preceded me in VP45 as an aviation electronic technician/crew member, and he and others help me get my head screwed on in the squadron. I could not have asked for a better mentor on and off the base. For this I am eternally grateful. We had many good times in Panama and Bermuda. Gene lived a good life and he passed his role modeling to his family of children, grandchildren and great-grandchildren. As an electronic engineer in Arizona after his naval career, he was always on the cutting edge of his profession. He was active in his church and a giving person to everyone in need. He was a truly good man. He was a kind and loving man and a true friend to me and other within VP45. He enjoyed the reunions and always had time to tell and listen to "sea stories" with the boys. I will miss him, but I know that he will be joining up with our passed VP45 members in God's hangar in the sky. When we are called to join him, he will be the first smiley face to greet us. May Gene Martinez have a painless rest and we who know him will always remember him for just being Gene. He was the best. May he rest in peace."



Gene Martinez in this photo from Bermuda, 1956, is to the far left.

### The Final Farewell to Gene Martinez 8/10/08

When you walk into his neat and pleasant hospice room, you see the tubes emulating from his body and all of the medical "stuff" in the room. Thru the IV's you see this smiley face of Gene Martinez. Somewhat thinner and a little gaunt,



this is over shadowed by the smiley face of Gene Martinez. The traditional hellos and firm hand shake and the hug for Doris, his wife. There were a couple of the Martinez clan there at 930AM, but the bulk of them have not arrived yet, lucky for me because I wanted to have "my" time with him.

His voice was a little bit softer, but he is all there mentally. He was very aware of his condition caused by stomach cancer. Gene was still hopeful for "his Miracle" but also very realistic about his status. The conversation was equal back and forth. How is your family? Sure ....., the names escapes me, did this or that and now live here or there. Normal chit chat between two old friends who have not seen each other in a couple years, but the speech patterns were as if we saw each other only yesterday. Occasionally there was a change in his facial expression as he re-adjusts his body frame to ease a pain or an annoyance here or there. As I look at this friend of 50 plus years for the last time, I cannot believe the casual nature of the conversation. I do not know what I really expected but this was not it. He and I enjoyed all of it.

We shared funny stories about our past experiences we have had together. How I became the "best man" at his marriage in Panama.....because I was the only Catholic he knew. Or how I meet him because I thought having a buddy who could speak Spanish would be a great asset to me when "cruising" Coco

Solo, Panama. There were other stories that will remain safe between two old friends.

I had lunch with his son-in-law from Van Nuys, his daughter and son. The teenaged son was very curious about what his grandfather did in the Navy. I relayed a couple "sea stories" of his grandfather, and we all laughed and smiled. I returned to Gene's room and they went into the family waiting room.

I had taken my computer loaded with the VP45 Panama pictures, and as I began to flicker thru the disk when Gene stopped me and called out in a loud voice that he wanted his grandson to be a part of the computer slide show. As we went from slide to slide, Gene and I explained to him how the planes had detachable wheels and were lowered into the water for take off and for landing on the water with out the wheels. He was told, that is why they were called them seaplanes. The grandson was very attentive when we showed to him the inside of "grandfather's" plane and what he did on the flight deck. This was very pleasant span of time, and Gene was very sharp and was the typical grandfather telling another story to his grandson. It was great and was enjoyed by all in the room....especially Gene and me.

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Editor's Note: This last remembrance was provided by Bill Tapp during Gene's final days. I thought it important to also include in this Newsletter as a reminder of how important each of our lives are to one another. All of us share the close commeraderie of tours spent together in far off places - this is just validation of that spirit.

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**While This Part of Newsletter is Titled, "Those Who Have Made Their Last Takeoff ...", I submit the following from a fellow aviator, albeit not from our VP-45 Alumni, but his words are just as relevant. Enjoy!**

Holland "Dutch" Redfield 1916-2008

***"The Final Touchdown"***

During a lifetime in aviation, I have experienced only one forced landing. It was not difficult. The dead-stick glide began at three thousand feet. There were several suitable fields from which to choose. Things worked out nicely. Yet I know that I have one more forced landing lurking and waiting for me out there. I believe that at this stage of my life, I am ready for it. Perhaps there will be warning, maybe not. Will there be time for me to plan a good approach to this final touchdown? Will it be a hasty no power, no options, straight ahead steep descent to a walloping hard touchdown? Or will it be a soft afternoon peaceful glide? Whatever, for this final glide, I ask only for an open cockpit, so I can, however briefly, savor for the last time the feels of flight, as biplane wings forward of me exquisitely frame and record the slowly changing, tilting scenes as I maneuver and silently bank and glide onto what I have long known will be my very final approach. Please, no helmet, so old ears can best sense vital changes in speed, relayed through the lovely sounds of whistling interplane struts and wires, and so cheeks and bared head can best read changing airflows swirling behind the cockpit's tiny windshield. Below, in a forest of trees lies a grassy field long ago set aside for biplane flyers of old. It looks small, tiny. With lightly crossed aileron and rudder I'll slip her a few inches over the fence. I'll level her off, then hold her off, with wheels skimming the grass tips. The lift of the wings, the sounds of flight, rapidly diminish. With stick full back, lift fades, a slight tremor, then she and I are bumping and rolling across the beautifully sodded field. The wooden propeller remains still. We roll to a stop. I have no belt to loosen. I raise goggles and slowly climb out. Suddenly there is applause, then bear hugs and slaps on the back.

"Hey, you old goat, you really slicked that one on!" I am with old friends.

Dutch Redfield

Dutch passed away in his sleep on 13 November 2008.

***So here's a piece of the Maritime Patrol Aviation that you probably never knew ... for the million MAD Compensations to which we were subjected ...***

## Scientist's Discovery aided submarine detection in WWII

By Jeff Ristine *The San Diego Union Tribune, January 28, 2009*

Among the many scientific breakthroughs developed as World War II loomed large was the fluxgate magnetometer, which detects and measures magnetic intensities in its immediate area.

The Navy saw an immediate application for this device, testing it on the water and in the aircraft to see if it would detect submarines. It worked, and the equipment contributed to the sinking of an untold number of German U-Boats and helped reopen the Straits of Gibraltar to Allied shipping.

The inventor of the fluxgate magnetometer was Victor Vacquier Sr., a Russian-born immigrant of French extraction. Mr. Vacquier died of pneumonia January 11 at a La Jolla nursing facility. He was 101.

Mr. Vacquier came to San Diego as part of the early of the early faculty at the Scripps Institution of Oceanography. Mr. Vacquier's work at Scripps in the Pacific Ocean helped confirm the theory of plate tectonics, the idea that portions of the earth's crust have moved and that the continents fit together as a single land mass. "He was part of a number of people at Scripps in the late 50's and 60's who really had an excitement about going to sea," said John Sclater, a fellow geophysicist. "They made it really fun for the people they mentored ... they gave the individual scientist a lot of responsibility."

Mr. Vacquier's attitude, Sclater said, could be summed up as "Where do we go next?"

Mr. Vacquier's father was a physician in the czarist Russia and the future scientist was born in St. Petersburg in 1907. In 1920, after the Russian Revolution, smugglers assisted the family in fleeing to Finland, crossing a frozen gulf in two horse-drawn sleighs and walking the final six kilometers, according to the account passed down to Mr. Vacquier's son, Victor D. Vacquier.

From there, the family returned to France, and Mr. Vacquier's mother, Tatiana, used some diplomatic connections to get herself and young Victor sent to Madison, Wisconsin. The boy's European education was rigorous enough to qualify for admission to the University of Wisconsin, where he earned bachelors and master's degrees by the age of 19.

His first work after college was at the Gulf Research & Development Co. in Pittsburgh, where he discovered the principle for the fluxgate magnetometer. The younger Vacquier said his father – wearing a Navy uniform without rank – was sent on missions off the carrier Block Island with the magnetic gear to detect German submarines and assist in efforts to sink them.



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***The only thing that is constant is change , old bases close, new planes are on the horizon. Nothing, it seems, stays the same.***

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## **Brunswick Naval Air Station to Close**

**B y Seth Koenig, Times Record Staff**

Published: Monday, May 18, 2009 2:14 PM

BRUNSWICK — Never again is Brunswick scheduled to play host to a Navy change-of-command ceremony. With two of the traditional functions held over the weekend and the local Navy base within 28 months of closing, the Mid-coast region has now likely seen the last of the time-honored rituals.

Cmdr. Andrew Westerkom had only been stationed at Brunswick Naval Air Station for two years, and unlike some others at the base, this was his first stint here.

It didn't take long for Westerkom to grow attached to the community, however, and when he handed command of Patrol Squadron 26 over to incoming skipper Cmdr. Michael Parker on Friday, he admitted that he had a hard time holding back emotions.

After the midday ceremony, Westerkom told The Times Record that he'd recently piloted one of the squadron's signature P-3 Orion aircraft around the area in a routine training exercise. "I flew the other day and I had the same feeling as the first time I flew up here," he recalled. "I couldn't get over how beautiful it is."

Patrol Squadron 26 was the first squadron ordered aboard Brunswick Naval Air Station in the early 1950s after the base was recommissioned by the Navy in response to the burgeoning Cold War with the Soviet Union. On Friday, VP-26 held the last active duty squadron change of command in Brunswick.

In December, when the unit heads out on deployment, it will be the last squadron to leave the base.

In September 2011, the Navy is scheduled to vacate the base and leave the 3,200-acre property in the hands of civilian redevelopers.

"The last two weeks have been pretty emotional," Westerkom said after Friday's ceremony. "Brunswick is very much a Navy town and is family oriented. I've had so many people

come up to me and tell me how much they're going to miss the Navy, but really, I think it's the Navy who will miss Brunswick. It will be a sad day when VP-26 puts the wheels in the wells and takes off from Brunswick the last time."

On Saturday, reservists with Fleet Logistics Support Squadron 62 held their final change of command in Brunswick, likely ending the tradition in town forever.

Parker, who took over command of Patrol Squadron 26, told his new charges Friday that "things won't get easier for VP-26 as this base gets smaller."

He said many of the men and women in the squadron would be helping their families move to their new home base of Jacksonville (Fla.) Naval Air Station in July, almost a half year before the squadron deploys from Brunswick. The early move, he noted, would allow children a chance to start the school year in their new homes.

When VP-26 has completed its tasks overseas, it, too, will settle in at Jacksonville instead of the Maine base it considered home for the last 58 years.

"Preparing for deployment is hard in itself," Parker told The Times Record after the Friday ceremony concluded. "Preparing for deployment knowing that every sailor and their family will be moving makes it 10 times harder, both for me and the sailors.

"Anybody who's in the process of moving, that's always on your mind," he continued. "I've moved 13 or 14 times in the Navy, and it doesn't get easier." Westerkom suggested his looming move away from VP-26 and Brunswick would be particularly difficult. "This is a bittersweet moment," he told the crowd of more than 400 Friday. "I'm proud. But I'm sad to go."

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## ***More Than Half Of Orions On The Shelf***

**Wing-Crack Fears Mean Fewer P-3s, Limited Pilot Training**

(NAVY TIMES) ... Andrew Tilghman

Fewer than half of the Navy's aging P-3 Orions are available for operations and training, an ongoing issue that last year created a "totally unacceptable" level of pilots who were not current on monthly flight-hour requirements, said the one-star admiral overseeing the P-3 fleet.

Sixty-two of the Navy's 154 maritime patrol planes are ready for missions, which today include anti-submarine warfare, surveillance, anti-piracy efforts and providing

intelligence to troops on the ground in Iraq and Afghanistan. Most of the other aircraft are either in the depot or awaiting overhauls that involve rebuilding the planes' wing structures, said Rear Admiral William Moran, Commander of the Patrol and Reconnaissance Group.

The P-3s are about 30 years old on average. Today's number of flyable aircraft is what Navy officials expected following the December 2007 grounding of 39 P-3s amid concerns that the aircraft's wings could break off in midflight. "We knew it would take quite a bit of time until we were able to dig our way out of that hole, if you will," Moran said. "We are exactly where we had planned to be in terms of the number of mission airplanes available to both operate and train with."

The number of operational aircraft has inched up slightly from its low point last fall, when fewer than 60 P-3s were available for training and operations, Moran said. The limited fleet size has been a challenge. Shortly after Moran assumed command of the fleet last year, he found that about 40 percent of the Navy's Orion pilots were not current on monthly flight-hour requirements.

"That was, in my view, totally unacceptable," Moran said. Today, the number is closer to 15 percent and approaching his target of about 10 percent, he said. Monthly requirements include 10 flight hours and three landings. "We basically changed the priorities, and I went out ... to our commanders and said, 'Your No. 1 priority is pilot proficiency.' I consider that a safety issue," he said. Concerns about pilot proficiency were highlighted last year when the Navy lost two P-3s in major mishaps. Investigators in both cases blamed pilots who were not current on their monthly requirements. Getting pilots proficient forced Moran to give local commanders more flexibility and "to take some of the readiness requirements off their plates."

"I really leave it to the [commanding officers] to determine what they no longer choose to do in order to maintain their pilot proficiency". The fleet's most urgent mission these days is supporting troops on the ground in Iraq and Afghanistan by providing intelligence, surveillance and reconnaissance, Moran said. He has also encouraged his commanders to step up their focus on the P-3's traditional mission of hunting submarines. "We can't get enough ASW," Moran said.

Two additional P-3s were grounded in March after engineering tests revealed problems with their wings. And five previously grounded aircraft have returned to the fleet after costly, yearlong stays in the depot. About 20 percent of the P-3s - or 29 aircraft - are "bounce birds," older models that are still flyable but have little operational use.

The Navy is replacing the P-3s with the next-generation P-8A Poseidon. The service plans to buy 117 P-8As and hopes to have a fleet replacement squadron up and

## Boeing Rolls Out US Navy's P-8A Poseidon



SEATTLE, July 30, 2009 — The Boeing Company [NYSE: BA] and the U.S. Navy today formally unveiled the service's newest maritime patrol and reconnaissance aircraft, the P-8A Poseidon, during a ceremony at the Boeing facility in Renton, Wash.

A derivative of the Next-Generation 737-800, the P-8A is a long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance aircraft capable of broad-area, maritime and littoral operations.

"The P-8A Poseidon will equip the U.S. Navy with the most advanced multi-mission maritime patrol and reconnaissance aircraft in the world," said Jim Albaugh, president and CEO of Boeing Integrated Defense Systems. "The Poseidon is also the latest in a decades-long Boeing tradition of working closely with the Navy and other customers to deliver a wide range of platforms that meet their most critical mission requirements, including commercial-derivative military planes, fighters, rotorcraft, and attack, electronic warfare and unmanned aircraft."

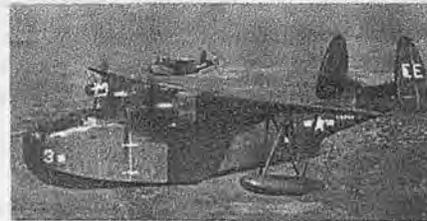
As the replacement for the Navy's P-3C Orion aircraft, the P-8A will provide greater payload capacity, significant growth potential, unprecedented flexibility and interoperability, and advanced mission systems, software and communications.

"The P-8A program is an outstanding example of evolutionary acquisition at work," said Capt. Mike Moran, U.S. Navy Maritime Patrol and Reconnaissance Aircraft program manager. "The team has worked hard to stay on schedule and within cost in this development effort, and we all should be extremely proud of the results."

The P-8A is built by a Boeing-led industry team that includes CFM International, Northrop Grumman, Raytheon, Spirit AeroSystems and GE Aviation. The team currently is assembling and testing the first five P-8As as part of the program's System Development and Demonstration contract, awarded in 2004.

The integrated Navy/Boeing team will begin formal flight testing of the P-8A later this year. The Navy plans to purchase 117 P-8As, and initial operational capability is planned for 2013.

*... and some pictures from the good old days! Lest we forget how we got here ...*

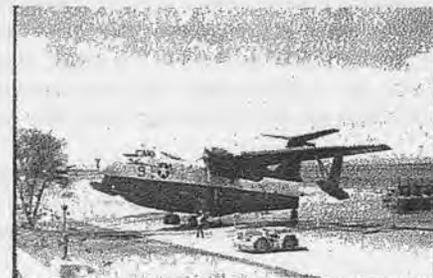
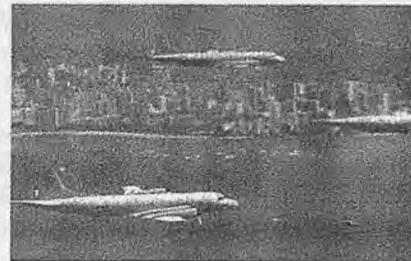


Editor's Note: The P-8 has officially taken wing. For those of you who are, unlike me, computer and internet savvy, here's the "You Tube" video of the first flight. This forwarded from George McKinney. Thanks, George ...

## ***P8A First Flight***

Please see the link below that shows a video of the first P8A flight from Boeing. Our thanks to Tom Stallings for bringing this to our attention. Go Navy!!

<http://www.youtube.com/watch?v=u2YCviGkkaM&NR=1>



VP-45 (PBV)  
1943-45

**Editor's Note:** As you know, our squadron has been deployed since the Springtime,. Split between the Far East, out of Kadena, Okinawa and Central America, El Salvador. While the CO's/XO's/Maintenance Master Chief's corners were not specifically drafted for this Newsletter, I thought it would be interesting to view the deployment through their eyes. This is from the Pelican Newsletter No. 4 ... enjoy!!



# Patrol Squadron Four Five

NEWSLETTER

AUGUST 2009 VOLUME 4



## CO'S CORNER

CDR ANDREW F. SMITH

Dear Pelican Families,

As we begin our third month of deployment, the squadron continues to operate at a very high level. Your Pelicans are making the difficult look easy with exceptional professionalism and dedication. Despite our busy schedules in both El Salvador and Kadena, the squadron was recently able to take time to host some very high level officials.

The Commander of U.S. Naval Forces Southern Command/ U.S Fourth Fleet, Rear Admiral Victor Guillory visited the Pelican's Nest in Comalapa, El Salvador. RADM Guillory was given a tour of one of our CDU aircraft where air intercept and counter drug tactics were discussed with the aircrew. Additionally, RADM Guillory performed the duties of the Re-Enlistment Officer for IS1 Allen Tavarez. He rounded out his visit to Comalapa with dinner with the Officers. RADM Guillory expressed how impressed he was with the motivation, dedication and professionalism of the squadron.

Continued on Page 2 of 7



## XO'S CORNER

CDR MIKE DOHERTY

Hello Pelican Families,

First off, I wanted to showcase the MWR heroes that I wrote about in the last newsletter. Please see a picture of them and their smiling faces on page 5. Thanks again to the entire MWR team for all that you do for the Pelicans. As an aside, since my last newsletter, the Team has gotten me to try grits for the first time as well. My New England roots keep growing south and I am loving the good food!

As I type, we just launched all of our planes to Misawa Air Base in northern Japan because of Tropical Storm Morakot that is headed towards Kadena. So we are down to about 150 Pelicans in Kadena to hold down the fort, so to speak. We are making preparations for the storm by pulling all of our equipment (tools, fire extinguishers, maintenance stands, weapons, sonobuoys) inside the hangar, fueling our vehicles, and stocking our rooms with food and drink for a few days of rough weather. In addition, we have plastic bags available so that we can cover our computers in case the storm causes any flooding or a leaky roof.

Continued on Page 5 of 7

## SAILOR SPOTLIGHT

BY CHIEF KENDALL & AT1 MANNING

While on a routine flight to Misawa on A/C 923, malfunctions with the SS3 display and radar prevented the aircraft and crew from returning to base through bad weather. AWW2 Brian Wilkerson, the in-flight technician on the flight, was the sole maintainer on-board He was left to fix the crippled aircraft without the usual support of the squadron. Petty Officer Wilkerson, using all the resources available to him, borrowed test equipment from the local AIMD and started troubleshooting. Working extremely long hours for three days AWW2 Wilkerson started to make progress on the display. Identifying several bad modules and having them repaired by AIMD, the display started to show signs of life. Once a full alignment was complete Petty Officer Wilkerson turned his attention to the APS-115 radar system. With the help of some of the technicians from the AIMD Misawa radar shop, Petty Officer Wilkerson identified several other "burned-up" radar components and replaced them. This allowed aircraft 923, one of the squadrons most valuable ASW assets, to return to base safely and return to the fleet mission. AWW2 Wilkerson's dedication and troubleshooting ability was a testament to the training and attention to detail of the P-3 Navy's greatest AT shop.

**Editor's Note:** The message from the OIC of the Detachment in El Salvador is indicative of how hard it is to keep the squadron together logistically on a split deployment that spans the globe.

UPDATE FROM SKIPPER SMITH

In Kadena, the squadron had the honor to host the Vice Chairman of the Joint Chiefs of Staff, General James Cartwright during his recent visit to the Pacific



Fleet Area of Responsibility. General Cartwright was also given a tour of an aircraft and discussed recent 7<sup>th</sup> Fleet Operations with the aircrew.



He then proceeded to shake hands and "Coin" many of our sailors, and express his gratitude for their hard work and dedication to our country. Finally, Gen Cartwright presented AD2 Emeterio Adduci with a Navy/Marine Corp Achievement Medal for his hard work as a Power Plants Collateral Duty Inspector.

As he left, Gen Cartwright told me how impressed he was with the squadron and he thanked us for our time and service.



In both cases, very senior officers have gone out of their way to visit the squadron and tell them what I tell them every day...our mission is

important and we are performing at a very high level as we accomplish our tasks.

I could not be more proud of all the Pelicans for their hard work and dedication. Of course, the uncompromising support from the families plays a major part in allowing them to focus on the job at hand. You too are making the difficult look easy! Thank you!!

Very Respectfully,

Skipper Smith

Photos by MC2 Greg Hathaway



LCDR GERALD N SMITH

EL SAL OIC'S CORNER



Greetings from beautiful Comalapa, El Salvador! As your Sailors from DET El Salvador turn the page on another week of deployment, I would like to update you on their many accomplishments thus far.

On the maintenance side, day check and night check have been doing an outstanding job of keeping our aging aircraft on-station fighting the war on drugs. Through two engine changes, a prop change, airspeed indicator discrepancy, brake gripes, and countless other maintenance actions, they have proven themselves to be unmatched professionals. It is the rare exception that an aircraft is not available for issue to the aircrews.

The aircrews have been taking the Mighty P-3 Orion out "alone and unafraid" in search of go-fast boats, fishing vessels and aircraft intent on delivering illicit drugs to the U.S. In total, they have already flown more than 47 missions that have netted 8.0 Metric Tons of cocaine, or roughly 17,600 pounds! They've also air-dropped parts to ships, located stranded vessels during search and rescue missions, and coordinated numerous boardings of suspect boats.

Our support personnel are doing a tremendous job as well ensuring the daily administrative, medical and intelligence tasks that keep the detachment site working are done skillfully and always on time. Travel claims, exam preparations, airport shuttle runs, intelligence reports, mail runs, and medical trips are keeping them very busy.

Congratulations go out to the following personnel for recent qualifications:

Enlisted Aviation Warfare Specialist: AT3 Gutierrez

Plane Handlers: AM2 Marindejesus, AD2 Betts, AT2 Hulsey, AE3 Ferguson, AT3 Dever, AMAN Alberdas

Mission Commanders — LT Bierbach, LT Curtis, and LT Henry

Navigator— LTJG Prue, LTJG Shelby, LTJG Hollyfield, and LTJG McDonner

Flight Engineer—AWF2 Cash

As always, my thanks go out to the families back home that make deployments possible. Without your support from the home-front, we wouldn't be able to accomplish the important missions that we are tasked to do each day.

Respectfully,

LCDR Gerald N. Smith

**Editor's Note: For our maintenance alumni, the terms may be slightly different, but the work and the challenge remain the same. You can tell our squadron takes great pride in their Maintenance Team.**



**MAINTENANCE MASTER  
CHIEF'S CORNER**

AVCM (AW) MELVIN N. BUTORAC



**Pelicans and Pelican Families,**

We are already into our third month of deployment and the Pelican maintenance teams both here in Kadena and in Comalapa, El Salvador have experienced much of what Seventh Fleet and Central America has to offer, including some interesting detachments to remote sites like Brunei, Singapore, Thailand, Australia and Guam. We've also made a few unscheduled trips to mainland Japan at Misawa to rescue a couple broken transient aircraft and another occasion to escape Typhoon Morakot.

Our deployment hasn't solely been enjoying the travels to exotic places; it's also been full of hard work. Our expert maintenance team in El Salvador lead by AMCS Hall haven't had the benefit of travelling as much as our folks in Japan, but have had more than their fair share of "heavy" maintenance of which they always come through returning full mission capable aircraft to fight the war on drugs!

The maintenance department has had some pretty significant accomplishments. AZ1 Baker has collaborated with many network contacts and enabled our maintenance data software "OOMA" to operate over the internet allowing us to access our maintenance data program worldwide. Now this may not seem like a big deal to most of you reading this, but I think I can still hear our SK's celebrating next door as this accomplishment decreases their work load by more than 50%. AT2 Christini, over the period of three weeks and a lot of help from her Tron shop, worked through e-mails and telephone calls to the states, and her biggest challenge, finding the "Duty NAV" fixed a troublesome a highly visible system on aircraft 339. BZ AT2! Tell Chief Kendall he owes you lunch.

Our maintainers in El Sal have had their share of successes as well. The Mech's have changed two engines and props and our AE's overcame a nagging airspeed indication problem on aircraft 002. The efforts of AE2 Jensen, AE2 Murphy, AE3 Marvin, AE3 Ferguson, AEAN Jeffer and AEAN Forde finally paid off after working over a week troubleshooting a problem that could only be identified by a special high frequency leak detecting tool that had to be flown in from the states.

Overall, I am very proud of the efforts of the Pelican maintenance team from our newest check-in, ATAN Morales to the Olde timers like Senior Elkin who will be departing our squadron next month. I look forward to our remaining time on deployment and expect you will hear more good things from the best aviation maintenance team in the Navy. Oh, by the way, our AO's and CAC-4 shot a bullseye with a Maverick missile last week!

Photos by MC2 Greg Hathaway and AE3 Ferguson



**Editor's Note:** This includes the continuation of the XO's Corner and a glimpse into the detachment operations to Townsville, Australia. Hopefully, these reprints of the four pages from the fourth Deployment Newsletter will give you a taste of what's going on in our squadron.

**UPDATE FROM XO DOHERTY**  
CONTINUED FROM PAGE ONE

Protecting our computers made me think about how unbelievably important these machines are to my daily routine and the routine of most Pelicans. I just checked my SENT box and I have churned out 37 emails today and I haven't even eaten lunch yet. Every single Maintenance Action that is performed on the aircraft is tracked via a computer program called OOMA. Every per diem dollar that we are paid is claimed and paid via computer. Every mission that we fly gets briefed and debriefed via computer. Unfortunately, the Skipper and I average two Video Teleconferences (VTC's) per day with Higher Headquarters that are conducted via video monitors coupled to a computer. Besides the VTC's (that I could certainly do without), I can't imagine life without the utility and efficiency that the computers offer.

Has the following thought ever crosses your mind, "My Dell / Mac / Gateway / HP is working great today. I am so lucky." No, of course not. No one ever says this. It is only when the computer freezes or you can't log in, that chaos and crisis come to a head. You immediately reach for the phone and call for IT support. Luckily, VP-45 has two of the very best Information Systems Technicians in the United States Navy. Petty Officer Second Class Taiwan



IT2 Wilson at work

Wilson and Petty Officer Second Class Miguel Bonilla keep the Pelicans in business – without them we would be at an absolute stand still. They both live their deployment knowing that at any hour of the day, the phone can ring due to someone's computer crisis. Without exception, both of our two multi-talented Sailors always manage to rectify the problem.



IT2 Bonilla volunteers in El Sal

Despite having only two technicians to service 350 accounts, computer support is not all that they do for the Pelican Team. IT2 Wilson also manages the Physical Fitness Assessment for the squadron in Kadena while IT2 Bonilla assists the El Sal Det on every interface with the local community due to his fluency in Spanish. These two stellar Sailors are irreplaceable assets for Team Pelican.

The most important reason we need the talent and determination possessed by IT2 Wilson and IT2 Bonilla is so that we can stay tapped into our families back home via email, Skype, IM, or any other electronic means that requires the ubiquitous computer. I believe I speak for the squadron, when I salute Petty Officers Wilson and Bonilla for their service to the Sailors and families of Patrol Squadron 45.

Thanks for a job well done.

Sincerely,  
XO Mike Doherty



Our Thanks to the MWR team for keeping us motivated and well fed!

**DOWN LUNDA**

BY LTJG IAN "BONES" HAYES

For approximately two weeks in July, several Pelicans traveled to Townsville, Australia to work with the Royal Australian Air Force. This detachment was in support of Talisman Saber, a large scale naval exercise that allows US and Australian forces to practice joint war fighting tactics and learn from each other's unique operating style.

During this period, the aircrews as well as the maintenance team learned from the differences and of similar challenges that both Aussie and American P-3 squadrons deal with. A couple of Pelicans got the chance to fly on an Australian P-3 and observe a crew conduct a tactical mission. Although these interactions were a great learning experience for all involved, this detachment was more than just lessons learned about tactics and maintenance procedures.

It was truly a privilege to be subject to wonderful Aussie hosting. They made VP-45 feel very welcome with a couple of picnics where they served great food, including a delicacy known as kangaroo. There were chances to escape work for a bit and explore Townsville. The city is surrounded by beautiful mountains, glistening water, and of course, the Great Barrier Reef. Needless to say, this picturesque surrounding made for great sightseeing excursions and encounters with Australia's distinctive wildlife. Downtown Townsville also offers a fun night life and friendly Aussies who love to have a good time—many of whom laugh at the idea of an "Outback Steakhouse".

This was a very successful detachment for VP-45. It fostered the great political relationship between the US and Australia and helped establish many personal friendships.

Photos by MC2 Greg Hathaway

## “You may have been in Naval Aviation if:”

(A continuation from our last Newsletter. Remember, this will be an “every Newsletter column. If you have any additions you would like to see or add, e-mail to: [wallymassenburg@comcast.net](mailto:wallymassenburg@comcast.net).)

You talk to your bird. (In your head still counts)\*

Your spouse refuses to watch any aviation shows with you.

You’ve ever said, “That nav light must have burned out after launch.”

You’ve ever used a wheel chock as a hammer.\*

The only thing you know about any city is where the good bars are.

You know more about your co-workers than your own family.

You don’t know what the inside of the good BOQ / barracks look like (anywhere).\*

The refrigerators in your barracks only have beer in them.

When you finish a DET there are enough empty beer cans to build an airplane to fly home on.

You’ve ever looked for pictures of “your” jet in aviation books.\*

You can’t figure out why maintenance officers exist.\*

You’ve ever wished the pilot would just say, “Great bird, thanks!”\*\*

You are proud that no one on base understands you.\*

You relieve yourself more often outdoors than indoors. AND a lot of people other than your mother have seen you do it.\*

You’ve even worked 7 day 12 hour shifts on DET while admin goes sightseeing for two weeks.\*

After getting back from the above trip, the admin pukers are getting an award while you are doin’ a seven day on your bird.\*

Played a lot of Acey Deucey.\*\*\*\*\*

You can’t comprehend why everyone doesn’t want to be an airdale.\*\*\*

You think everyone who isn’t an airdale is a wimp.\*\*\*

You can’t figure out why your 2 weeks advance per-diem is gone after 3 days.\*

You can’t get through a trip without finding an ATM.

On a trip the first place you go is to the Exchange on a beer run.

Most of your advance is spent in \$1 increments in a “club.”

Evaded the “old lady” at the Hide-a-Way.

You can sleep anywhere, anytime, but as soon as the engines shut down you are wide awake.\*\*\*\*\*

You’ve ever said bad things about the IDIOT who said, “No more nose art.”

The SRB is not the main reason you re-enlist.

Your wife understands that you have a “mistress.”

Most everyone thinks your job mostly consists of waving your arms.

You have scars on you that aren’t from your spouse or significant / insignificant other.\*

You’ve ever used a helmet as a pillow.\*

Gone looking for a snipe.

Love Bar-B-Q on a stick.

Been gouged by the tag end of a safety-wired canon plug.\*

You know what a one wire is.\*

Tightened a canon plug with channel locks, cause the one-wire didn’t clip and bend the tag end.\*

You know what a short arm is. \*\*



Editor's Note: This was provided by one of our members. It was a "spoof" from Jay Beasley, he of Hangar 1000, NAS Jacksonville fame, Lockheed test pilot extraordinaire, and respected "Father of the P-3 Orion", Jay passed from us a few years ago, but his wit when answering a young future aviator's question is timeless.

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### Jay Beasley on Advice Concerning Naval Aviation

Sir, my name is DJ Baker and I would appreciate it if you would tell me what it takes to become a Navy fighter pilot. What classes should I take in high school to help me pursue the career I want? Should I try to get into the Naval Academy?

Sincerely,  
DJ Baker

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Dear DJ,

Obviously, through no fault of your own, your young, impressionable brain has been poisoned by the superfluous, hyped-up, "Top Gun" media depiction of fighter pilots. Unfortunately, this portrayal could not be further from the truth. In my experience, I've found most tactical jet pilots to be pompous, back-stabbing, self-important egotists with serious inferiority complexes, as well as being extremely over-rated aeronautically.

However, rather than dash your budding dreams of becoming a Navy pilot, I offer the following alternative: What you REALLY want to aspire to is the exciting, challenging, and rewarding world of Maritime Patrol. And this, young DJ, means one thing...the venerable workhorse, THE P-3 Orion (and soon to be the P-8 Poseidon)! I can guarantee no fighter pilot can brag that he or she has flown a mining run at 300 ft above the water, at 300 knots, while trying to calculate a means of justifying an emergency divert to Pattaya Beach, Thailand, avoiding

ships, yelling at the TACCO, all the while eating a box lunch while the engineers are in the back relieving themselves, and the navigator is puking in her trash can!

I tell you, DJ, Maritime Patrol is where it's at! Where else is it legal to throw hazardous material out of the aircraft, and not even give a crap what Greenpeace and the other tree huggers think! Nowhere else can you crawl in the back of the aircraft and take a nap because you're so hung over that focusing your eyes takes too much effort! And talk about exotic travel? When P-3's go somewhere, they GO somewhere (usually for 6 months, unfortunately). This gives you the opportunity to sufficiently immerse yourself in the local culture to the point that you can effectively leave the local natives with a bad taste in their mouths for the Navy and Americans in general, not something those jet jocks can do from their staterooms on a ship!

As far as recommendations for your course of study, I offer these: Take a lot of math courses. You will need all the advanced math skills you can muster to enable you to calculate per diem rates around the world, and when trying to split up the crew's bar tab so that the co-pilot really believes she owes 85% of the whole thing and the NAV believing he owes the other 20%.

Health sciences are important, too. You will need a thorough knowledge of biology to make those educated guesses of how much longer you can drink beer before the tremendous case of the runs catches up to you from that meal you ate at that place that had the belly dancers in some God-forsaken foreign country whose name you can't even pronounce!

Social studies are also beneficial. It is important for a good Patrol Plane Commander (PPC) to have the cultural knowledge to be able to ascertain the exact location of the nearest bar in

pronounce the names of the NAVAIDs in Italy, and it's much easier to ignore them and go where you want to anyway. As a rule of thumb: Waiters and bellhops in France are always called "Pierre", in Spain it's "Hey, Pedro", in Puerto Rico it's "Juan", and in Italy, of course, it's "Mario or Guido". These terms of address also serve in other countries interchangeably.

A study of geography is also paramount. You will need to know the basic location of all the places you've been when you get back from your deployment and are ready to stick those little pins in that huge world map you've taped to your living room wall, right next to that gigantic wooden giraffe statue and beer stein collection.

Well, DJ, I hope this little note inspires you. And by the way, forget about that Naval Academy thing. All P-3 folks know that there are waaay too few social experiences and too little alcohol there to provide a well-balanced education. A nice, big state college would be a much better choice.

Sincerely,  
Jay Beasley

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Editor's Note: I have taken liberty to correct some of Jay's "politically incorrect statements. I hope I caught them all, if I haven't I sincerely apologize. For those who flew with Jay, this captures his wit and sarcasm to a tee.

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## Secure Buildings

Why the Military can't communicate with each other. . .

If you tell the Navy to secure a building, they will turn out the lights and lock the door.

If you tell the Army to secure a building, they will occupy it and forbid entry to those without a pass.

If you tell the Marines to secure a building, they assault with heavy fire, capture the building, fortify it and call for an air strike.

If you tell the Air Force to secure a building, they will negotiate a three year lease with an option to buy.

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## LETTER ON WHETHER TO BECOME AN AIR FORCE PILOT...OR A NAVAL AVIATOR...

The piece is written by Bob Norris, a former Naval aviator who also did a 3-year exchange tour flying the F-15 Eagle. He is now an accomplished author of entertaining books about U.S. Naval Aviation including "Check Six" and "Fly-Off". In response to a letter from an aspiring fighter pilot on which military academy to attend, Bob replied with the following:

Congratulations on your selection to both the Naval and Air Force Academies. Your goal of becoming a pilot is impressive and a fine way to serve your country. As you requested, I'd be happy to share some insight into which service would be the best choice. Each service has a distinctly different culture. You need to ask yourself, "Which one am I more likely to thrive in?"

USAF Snapshot: The USAF is exceptionally well organized and well run. Their training programs are terrific. All pilots are groomed to meet high standards for knowledge and professionalism. Their aircraft are top-notch and extremely well maintained. Their facilities are excellent. Their enlisted personnel are the brightest and the best trained. The USAF is homogenous and macro. No matter where you go, you'll know what to expect, what is expected of you, and you'll be given the

training & tools you need to meet those expectations. You will never be put in a situation over your head. Over a 20-year career, you will be home for most important family events. Your Mom would want you to be an Air Force pilot...so would your wife. Your Dad would want your sister to marry one.

Navy Snapshot: Aviators are part of the Navy, but so are Black Shoes (surface warfare) and Bubble Heads (submariners). Furthermore, the Navy is split into two distinctly different Fleets (West and East Coast). The Navy is heterogeneous and micro. Your squadron is your home; it may be great, average, or awful. A squadron can go from one extreme to the other before you know it. You will spend months preparing for deployment and months on deployment. The quality of the aircraft varies directly with the availability of parts. Senior Navy enlisted are salt of the earth; you'll be proud if you earn their respect. Junior enlisted vary from terrific to the troubled kid the judge made join the service. You will be given the opportunity to lead these people during your career; you will be humbled and get your hands dirty.

The quality of your training will vary and sometimes you will be over your head.. You will miss many important family events. There will be long stretches of tedious duty aboard ship or at some God-forsaken deployed site (normally beneath volcanoes, or in geography cold, snowy, and windswept). You will fly in very bad weather and/or at night and you will be scared many times. You will fly with legends in the Navy and they will kick your ass until you become a lethal force. And some days - when the scheduling Gods have smiled upon you- your jet will catapult into a glorious morning or your trusty patrol aircraft will launch over a far-away sea and you will be drop-jawed that someone would pay you to do it.

The hottest person in the bar wants to meet the

Naval Aviator. That bar is in Singapore.

Bottom line, if you gotta ask...pack warm & good luck in Colorado.

Banzai

P.S.: Air Force pilots wear scarves and iron their flight suits.

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## P-8 Flies for the First Time



25 April 2009 - The Navy's newest aircraft, the Boeing P-8A Poseidon, flew for the first time. The 3 hour 31 minute (Limited Systems Check Flight) took off from Renton Field and landed at Boeing Field.

The Navy's newest aircraft, the P-8A Poseidon, flew for the first time on 25 April 2009. The P-8A "T-1" (BuNo 167951) took off from Boeing's Renton Field facility, landing three hours and 31 minutes later at Boeing Field. The T-1 aircraft will undergo systems installation, and will fly again later this summer.



# Get the Word Out - Join Today



## Registration Form for the PATRON FOUR FIVE ASSOCIATION

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

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

### Roster Information

(Rosters are for private use by Association members ONLY)

First Name \_\_\_\_\_ Middle Initial \_\_\_\_\_ Last Name \_\_\_\_\_  
Spouse First Name \_\_\_\_\_  
Address (Street or PO BOX, etc.) \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip+4 \_\_\_\_\_ - \_\_\_\_\_  
Telephone # with area code (\_\_\_\_\_) \_\_\_\_\_  
E-mail \_\_\_\_\_  
Website (if applicable) \_\_\_\_\_

### Squadron Duties/Billet Data

Please circle one: Aircrew Pilot NFO Other (Please identify) \_\_\_\_\_  
Served in: (Circle one) VP/VPB-205 VP-45 (PBY) VP-45 (P5M) VP-45 (P3) VP-45 (P8)  
Dates served: From \_\_\_\_\_ To \_\_\_\_\_, From \_\_\_\_\_ To \_\_\_\_\_  
Duties/Division \_\_\_\_\_

Pictures (or copies) of squadron rosters, papers, crew lists, awards, and a narrative of your favorite incidents / stories for our archives and / or the newsletter are treasures only you can provide. We can copy and return any you would like to retain. Please favorably consider this request for any you care to submit. Please use the back of this page for your first story in the newsletter ☺.

How did you learn about the association? Who contacted you? \_\_\_\_\_

From the VP-45 Association Secretary -

We have had a productive year getting ready for the 2010 reunion. We have done some work researching the sites and getting you the information you need to make a selection. See Vice President and Reunion Chariman, Dick Gray's request at the end of this Newsletter.

What is now missing and what we'll be concentrating on for the remainder of the year will be increased membership as we target new year groups for the upcoming reunion. Most alumni don't realize how important it is to stay connected with one another as the pressures of business, family and recreation eat our time. While the commitment isn't much, the benefits of staying connected and getting together for a reunion every two years are worth every effort. It is up to each of us to get the word out and make the effort to increase our membership as we march toward our reunion in Fall, 2010.

Another important issue is keeping up with our roster and our dues. The roster is as up to date as we can make it. I believe we have done a yeoman's effort to make sure our roster is as accurate as possible. If there are any corrections, please ... please let any officer know of any changes that need to be made. It includes what PJ Imhof has for dues paid. If you are in imminent danger of losing your active membership status, there will be a note in your Newsletter indicating the same with a self-addressed stamped envelope for your convenience. We have decided to provide an updated roster each time we mail out our Newsletter so that you can track right along with us the dues status.

For those of you who have been regular subscriber's to the Naval Aviation News, the next issue will mark the final issue. Below is from the editors. I have gone into the website, and it is literally a trip down memory lane.

Naval Aviation News Sunset

In short, next month will be Naval Aviation News' final issue. Here's a website listing back issue covers <http://www.history.navy.mil/nan/backissues/newbackissues.htm> with a drill down into the contents when available. Here's the original message: "FYI : Naval Aviation News has one more issue, and then will fade into history as we are ceasing publication with the next issue. I don't know how many of you are aware of this web site. It is a treasure trove of nostalgia and interesting information."

Additionally, as a service to you all, I have included, as an addendum, a list of important VA Benefit websites. I have taken this from one of the e-mails that one of officers received from the Fleet as an excellent reference site for our Retirement benefits. You can detach the last four pages of the Newsletter and keep it as a reference when dealing with the VA on a host of subjects.

Finally, all officers who were elected (President, Vice President, Secretary, and Treasurer) have all said that they would remain through the 2012 reunion. That does not mean that we need to rest. At the 2010 reunion, we plan to put together a nominating committee to execute the search for our next group of VP-45 Association officers. If you have a desire to serve on this committee, please make your intentions known to one of the current officers. We are, as Buck Jones has mentioned, looking for a person with knowledge of computer's and websites to relieve Steve Riddle who has done a superb job! Please let us know if you'd be willing to help. Webmaster will become the fifth VP-45 Association officer.

Remember, get your reunion site surveys into Buck Jones or any of your officers.

Very Respectfully,

Wally Massenburg

**Treasurer's Report for 31 December 2008 submitted by PJ Imhof**

PATRON FOUR-FIVE TREASURER'S REPORT

DECEMBER 31, 2008

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

INCOME:

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

4,912.00

TOTAL INCOME

\$6,471.46

EXPENSES:

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

1,973.21

ENDING BALANCE, BANK OF PENSACOLA

\$,4498.25

SMITH BARNEY MONEY MARKET

BEGINNING BALANCE

\$17,758.27

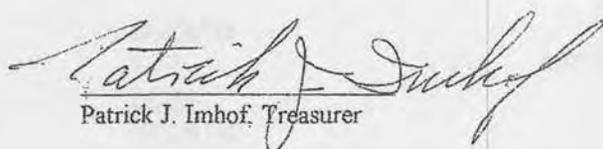
INTEREST INCOME

198.18

TOTAL SMITH BARNEY

\$17,956.45

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



Patrick J. Imhof, Treasurer

Statement prepared on January 25, 2009

**Treasurer's Report for 30 June 2009 submitted by PJ Imhof**

**PATRON FOUR-FIVE TREASURER'S REPORT**

June 30, 2009

**COASTAL BANK AND TRUST**

BEGINNING BALANCE AS OF 01/01/09		\$4,498.25
INCOME		
Dues:	2,790.00	
TOTAL INCOME		\$7,288.25

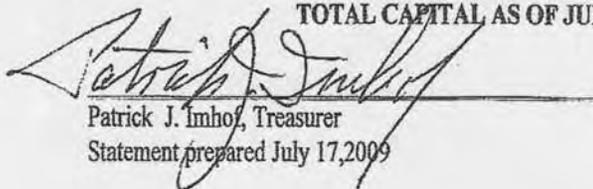
**EXPENSES**

Delaware filing fee	25.00	
Postage	.44	
Refund to member for over-paid dues	100.00	
Reunion Web Site back-up file	120.35	
TOTAL EXPENSES		245.79
ENDING COASTAL BANK AND TRUST		\$7,042.46

**MORGAN STANLEY SMITH BARNEY MONEY MARKET**

BEGINNING BALANCE	\$17,956.45
INTEREST INCOME - January through June, 2009	57.19
LESS SERVICE FEE	<u>-125.00</u>
TOTAL SMITH BARNEY	\$17,888.64

**TOTAL CAPITAL AS OF JUNE 30, 2009 \$24,931.10**

  
Patrick J. Imhof, Treasurer  
Statement prepared July 17, 2009

## ***From the Vice-President/Reunion Coordinator***

WOW!! Are we getting close to the 2010 Reunion! In fact, we are so close that I must ask for your "quick" assistance. Why, because in the last Newsletter, I said we would query all in the October Newsletter. This would normally be a great plan, however I had never been involved in setting up a Reunion at some of these locations, and did not realize the long lead time that Reservations require due to the popularity of groups meeting at some of them! I now certainly realize that, which is why I am asking for a short "turn-around" time on your responses. I certainly apologize for this!

The choice Reunion Hotels are filling up fast and we must lock one in ASAP! I am asking you to send in (or email or phone us) your pick by 20 November, so we can make a decision by 1 December.

The below list of sites are the places we have been looking into to hold our 2010 Reunion. I am recommending DC as where I think will be the best location for our 2010 Reunion! The Dates we are looking at are September 29<sup>th</sup> through October 2<sup>nd</sup>, with breakfast and checkout on the 3<sup>rd</sup>.

**Washington DC.** As always, a great place to go. Many things to see in the DC. area as you all know, such as the Smithsonian/Air Museum, USNA Tour, and more! Our Hotel would be in Alexandria, and will provide us complementary free breakfast daily, as well as free transportation to and from: DCA (Regan), the Metro station, and the old Town. Thanks to Wally, we will have a tour to PAX River to get a status Brief and tour of the Navy's new P-8!

**Mobile AL/Gulfport/Biloxi MS. Area.** Much to do & see here. USS Alabama Memorial Park Mobile AL, Navy Aviation Museum Pensacola FL, Many Casinos Biloxi/Gulfport, Keesler AFB Biloxi Home of Air Force Hurricane Hunter Squadron, U.S. Navy Construction Battalion Center Gulfport.

**Seattle/Whidbey Island WA. Area** NAS Whidbey Island, Boeing & Future of Flight Tour in Seattle, Seattle Lunch Cruise, Seattle Harbor Cruises, Seattle Lakes Sightseeing Cruise from Seattle, Seattle Highlights Tour, Snoqualmie Falls & Winery Tour from Seattle.

**Nashville, TN.** Nice Hotels, Tours might include Historic downtown Nashville, Music Row, A Lunch buffet tour on the General Jackson paddle wheeler, Country Music Hall of Fame and Museum, Adventure Science Center and of course the "Grand Ole Opry"!!

**Portland ME. (Brunswick Area)** **NOTE:** Due to the fact things are moving at a fast pace at NAS Brunswick, by the end of this year there will be no aircraft left. We feel this site should be removed from consideration for our 2010 Reunion!

**We have to make our decision no later than December 1<sup>st</sup>, 2009!**

**Mail your input to:**

**Buck Jones, 1927 Old Highway 26, Wiggins, MS.39577-9220**

**Email/phone your input to:**

**Buck Jones      bpj1927@yahoo.com      601-528-9374**

**Dick Gray      dickgray@brooksendway.com      207-667-1370**

**Wally Massenburg      wallymassenburg@comcast.net      781-455-0599**

**P.J. Imhof      daddypaddy@cox.net      850-432-0036**

**VP-45 Association**

**info@vp45association.org**

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Cut Here and Mail to Buck

**My choice location for the 2010 VP-45 Association Reunion is:**

\_\_\_\_\_ Washington, DC

\_\_\_\_\_ Mobile AL/Gulfport/Biloxi MS. Area

\_\_\_\_\_ Seattle/Whidbey Island WA. Area

\_\_\_\_\_ Nashville, TN

\_\_\_\_\_ Portland/Brunswick, ME

\_\_\_\_\_ Other: \_\_\_\_\_

**Please number your choices, with "1" being your #1 preference.**

Name \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_

I Plan to Attend the 2010 VP-45 Association Reunion: \_\_\_\_ Yes \_\_\_\_ No.

**Mail to: Buck Jones, 1927 Old Highway 26, Wiggins, MS. 39577-9220**

## Veterans Administration Contact Info

This is a comprehensive listing of VA and Veterans Assistance sites. We have reproduced it in the VP-45 October 2009 Newsletter for your reference.

Below are web-sites that provide information on Veterans benefits and how to file/ask for them. Accordingly, there are many sites that explain how to obtain books, military / medical records, information and how to appeal a denied claim with the VA. Please pass this information on to every Veteran you know. Nearly 100% of this information is free and available for all veterans, the only catch is: you have to ask for it, because they won't tell you about a specific benefit unless you ask for it. You need to know what questions to ask so the right doors open for you — and then be ready to have an advocate who is willing to work with and for you, stay in the process, and press for your rights and your best interests.

I recommend that every Veteran who is contemplating filing for disability (or already has been awarded some disability) should read the Code of Federal Regulations (CFR); Title 38: Pensions, Bonuses, and Veterans' Relief. It is a bit of a read because it was written by lawyers, but it is the law that they VA is governed by and is a wealth of information related to benefits and, most importantly, it gives you the words that they VA needs to hear to relate to a disability or impairment. This CFR can be found at:

<http://www.law.cornell.edu/cfr/cfr.php?title=38&type=chapter&value=1>

Recommend that you print and read Chapters 3, Adjudication; and 4; Schedule for rating disabilities. Many of the other chapters are listed below:

### **Board of Veteran's Appeals:**

<http://www.va.gov/vbs/bva/CARES>

### **Center for Minority Veterans:**

<http://www1.va.gov/centerforminorityveterans/>

### **Center for Women Veterans:**

<http://www1.va.gov/womenvet/>

### **Clarification on the changes in VA healthcare for Gulf War Veterans:**

<http://www.gulfwarvets.com/ubb/Forum1/HTML/000016.html>

### **Classified Records - American Gulf War Veterans Assoc:**

<http://www.gulfwarvets.com/ubb/Forum18/HTML/000011.html>

### **Compensation for Disabilities Associated with the Gulf War Service:**

[http://www.warms.vba.va.gov/admin21/m21\\_1/part6/ch07.doc](http://www.warms.vba.va.gov/admin21/m21_1/part6/ch07.doc)

### **Compensation Rate Tables, 12-1-03:**

<http://www.vba.va.gov/bln/21/Rates/comp01.htm>

### **Department of Veterans Affairs Home Page:**

<http://www.va.gov/>

### **Directory of Veterans Service Organizations:**

<http://www1.va.gov/vso/index.cfm?template=view>

**Disability Examination Worksheets Index, Comp:**

<http://www.vba.va.gov/bln/21/Benefits/exams/index.htm>

**Due Process:**

[http://www.warms.vba.va.gov/admin21/m21\\_1/mr/part1/ch02.doc](http://www.warms.vba.va.gov/admin21/m21_1/mr/part1/ch02.doc)

**Duty to Assist:**

[http://www.warms.vba.va.gov/admin21/m21\\_1/mr/part1/ch01.doc](http://www.warms.vba.va.gov/admin21/m21_1/mr/part1/ch01.doc)

**Electronic Code of Federal Regulations**

<http://www.gpoaccess.gov/ecfr/>

**Emergency, Non-emergency, and Fee Basis Care:**

<http://www1.va.gov/opa/vadocs/fedben.pdf>

**Environmental Agents:**

<http://www1.va.gov/environagents/>

**Environmental Agents M10:**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=1002](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=1002)

**Establishing Combat Veteran Eligibility:**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=315](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=315)

**Evaluation Protocol For Gulf War And Iraqi Freedom Veterans With Potential Exposure To Depleted Uranium (DU):**

<http://www1.va.gov/gulfwar/docs/DUHandbook1303122304.DOC>

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=1158](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=1158)

**Depleted Uranium Fact Sheet:**

<http://www1.va.gov/gulfwar/docs/DepletedUraniumFAQSheet.doc>

**Evaluation Protocol For Non -Gulf War Veterans With Potential Exposure To Depleted Uranium (DU):**

<http://www1.va.gov/gulfwar/docs/DUHANDBOOKNONGW130340304.DOC>

**Fee Basis, PRIORITY FOR OUTPATIENT MEDICAL SERVICES AND INPATIENT HOSPITAL CARE:**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=206](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=206)

**Federal Benefits for Veterans and Dependents 2005:**

<http://www1.va.gov/opa/vadocs/fedben.pdf>

[http://www1.va.gov/opa/vadocs/current\\_benefits.htm](http://www1.va.gov/opa/vadocs/current_benefits.htm)

**Forms and Records Request:**

<http://www.va.gov/vaforms/>

**General Compensation Provisions:**

[http://www.access.gpo.gov/uscode/title38/partii\\_chapter11\\_subchaptervi\\_.html](http://www.access.gpo.gov/uscode/title38/partii_chapter11_subchaptervi_.html)

**Geriatrics and Extended Care:**

<http://www1.va.gov/geriatricsshg/>

**Guideline for Chronic Pain and Fatigue MUS-CPG:**

[http://www.oqp.med.va.gov/cpg/cpgn/mus/mus\\_base.htm](http://www.oqp.med.va.gov/cpg/cpgn/mus/mus_base.htm)

**Guide to Gulf War Veteran's Health:**

<http://www1.va.gov/gulfwar/docs/VHlgulfwar.pdf>

**Gulf War Subject Index:**

<http://www1.va.gov/GulfWar/page.cfm?pg=7&template=main&letter=A>

**Gulf War Veteran's Illnesses Q&A's:**

<http://www1.va.gov/gulfwar/docs/GWIllnessesQandAsIB1041.pdf>

**Hearings:**

[http://www.warms.vba.va.gov/admin21/m21\\_1/mr/part1/ch04.doc](http://www.warms.vba.va.gov/admin21/m21_1/mr/part1/ch04.doc)

**Homeless Veterans:**

<http://www1.va.gov/homeless/>

**HSR&D Home:**

<http://www.hsr.d.research.va.gov/>

**Index to Disability Examination Worksheets C&P exams:**

<http://www.vba.va.gov/bln/21/benefits/exams/index.htm>

**Ionizing Radiation:**

<http://www1.va.gov/irad/>

**Iraqi Freedom/Enduring Freedom Veterans VBA:**

<http://www.vba.va.gov/>

**EFIF/ M10 for spouses and children:**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=1007](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=1007)

**M10 Part III Change 1:**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=1008](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=1008)

**M21-1 Table of Contents:**

[http://www.warms.vba.va.gov/M21\\_1.html](http://www.warms.vba.va.gov/M21_1.html)

**Mental Disorders, Schedule of Ratings:**

[http://www.warms.vba.va.gov/regs/38CFR/BOOKC/PART4/S4\\_130.DOC](http://www.warms.vba.va.gov/regs/38CFR/BOOKC/PART4/S4_130.DOC)

**Mental Health Program Guidelines:**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=1094](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=1094)

**Mental Illness Research, Education and Clinical Centers:**

<http://www.mirecc.med.va.gov/>

**MS (Multiple Sclerosis) Centers of Excellence:**

<http://www.va.gov/ms/about.asp>

**My Health Vet:**

<http://www.myhealth.va.gov/>

**NASDVA.COM**

<http://nasdva.com/>

**National Association of State Directors:**

<http://www.nasdva.com/>

**National Center for Health Promotion and Disease Prevention:**

<http://www.nchpdp.med.va.gov/postdeploymentlinks.asp>

**Neurological Conditions and Convulsive Disorders, Schedule of Ratings**

<http://www.warms.vba.va.gov/regs/38cfr/bookc/part4/s4%5F124a.doc>

**OMI (Office of Medical Inspector)**

<http://www.omi.cio.med.va.gov/>

**Online VA Form 10-10EZ**

<https://www.1010ez.med.va.gov/sec/vha/1010ez/>

**Parkinson's Disease and Related Neurodegenerative Disorders**

<http://www1.va.gov/resdev/funding/solicitations/docs/parkinsons.pdf>

<http://www1.va.gov/padrecc/>

**Peacetime Disability Compensation**

[http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=browse\\_usc&docid=Cite:+38USC1131](http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=browse_usc&docid=Cite:+38USC1131)

**Pension for Non-Service-Connected Disability or Death**

[http://www.access.gpo.gov/uscode/title38/partii\\_chapter15\\_subchapteri\\_.html](http://www.access.gpo.gov/uscode/title38/partii_chapter15_subchapteri_.html)

[http://www.access.gpo.gov/uscode/title38/partii\\_chapter15\\_subchapterii\\_.html](http://www.access.gpo.gov/uscode/title38/partii_chapter15_subchapterii_.html)

[http://www.access.gpo.gov/uscode/title38/partii\\_chapter15\\_subchapteriii\\_.html](http://www.access.gpo.gov/uscode/title38/partii_chapter15_subchapteriii_.html)

### **Persian Gulf Registry**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=1003](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=1003)

**This program is now referred to as Gulf War Registry Program (to include Operation Iraqi Freedom) as of March 7, 2005:**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=1232](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=1232)

### **Persian Gulf Registry Referral Centers**

<http://www1.va.gov/vhapublications/ViewPublication.as>

[http://www1.va.gov/vhapublications/ViewPublication.as?p?pub\\_ID=1006](http://www1.va.gov/vhapublications/ViewPublication.as?p?pub_ID=1006)

### **Persian Gulf Veterans' Illnesses Research 1999, Annual Report To Congress**

[http://www1.va.gov/resdev/1999\\_Gulf\\_War\\_Veterans'\\_Illnesses\\_Appendices.doc](http://www1.va.gov/resdev/1999_Gulf_War_Veterans'_Illnesses_Appendices.doc)

### **Persian Gulf Veterans' Illnesses Research 2002, Annual Report To Congress**

[http://www1.va.gov/resdev/prt/gulf\\_war\\_2002/GulfWarRpt02.pdf](http://www1.va.gov/resdev/prt/gulf_war_2002/GulfWarRpt02.pdf)

### **Phase I PGR**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=1004](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=1004)

### **Phase II PGR**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=1005](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=1005)

### **Policy Manual Index**

<http://www.va.gov/publ/direc/eds/edsmps.htm>

### **Power of Attorney**

[http://www.warms.vba.va.gov/admin21/m21\\_1/mr/part1/ch03.doc](http://www.warms.vba.va.gov/admin21/m21_1/mr/part1/ch03.doc)

### **Project 112 (Including Project SHAD)**

<http://www1.va.gov/shad/>

### **Prosthetics Eligibility**

[http://www1.va.gov/vhapublications/ViewPublication.asp?pub\\_ID=337](http://www1.va.gov/vhapublications/ViewPublication.asp?pub_ID=337)

### **Public Health and Environmental Hazards; Home Page**

<http://www.vethealth.cio.med.va.gov/>

### **Public Health/SARS**

<http://www.publichealth.va.gov/SARS/>

### **Publications Manuals**

<http://www1.va.gov/vhapublications/publications.cfm?Pub=4>

## **Publications and Reports**

[http://www1.va.gov/resdev/prt/pubs\\_individual.cfm?webpage=gulf\\_war.htm](http://www1.va.gov/resdev/prt/pubs_individual.cfm?webpage=gulf_war.htm)

## **Records Center and Vault Homepage**

<http://www.aac.va.gov/vault/default.html>

## **Records Center and Vault Site Map**

<http://www.aac.va.gov/vault/sitemap.html>

## **Request For And Consent To Release Of Information From Claimant's Records:**

<http://www.forms.va.gov/va/Internet/VARF/getformharness.asp?formName=3288-form.xft>

## **Research Advisory Committee on Gulf War Veterans Illnesses April 11, 2002**

[http://www1.va.gov/rac-gwvi/docs/Minutes\\_April112002.doc](http://www1.va.gov/rac-gwvi/docs/Minutes_April112002.doc)

## **Research Advisory Committee on Gulf War Veterans Illnesses**

[http://www1.va.gov/rac-gwvi/docs/ReportandRecommendations\\_2004.pdf](http://www1.va.gov/rac-gwvi/docs/ReportandRecommendations_2004.pdf)

## **Research and Development**

[http://www.appc1.va.gov/resdev/programs/all\\_programs.cfm](http://www.appc1.va.gov/resdev/programs/all_programs.cfm)

## **Survivor's and Dependents' Educational Assistance:**

[http://www.access.gpo.gov/uscode/title38/partiii\\_chapter35\\_.html](http://www.access.gpo.gov/uscode/title38/partiii_chapter35_.html)

## **Title 38 Index: Parts 0-17**

[http://ecfr.gpoaccess.gov/cgi/t/text/textidx?sid=1b0c269b510d3157fbf8f8801bc9b3dc&c=ecfr&tpl=/ecfrbrowse/Title38/38cfrv1\\_02.tpl](http://ecfr.gpoaccess.gov/cgi/t/text/textidx?sid=1b0c269b510d3157fbf8f8801bc9b3dc&c=ecfr&tpl=/ecfrbrowse/Title38/38cfrv1_02.tpl)

## **Part 18**

[http://ecfr.gpoaccess.gov/cgi/t/text/textidx?sid=1b0c269b510d3157fbf8f8801bc9b3dc&c=ecfr&tpl=/ecfrbrowse/Title38/38cfrv2\\_02.tpl](http://ecfr.gpoaccess.gov/cgi/t/text/textidx?sid=1b0c269b510d3157fbf8f8801bc9b3dc&c=ecfr&tpl=/ecfrbrowse/Title38/38cfrv2_02.tpl)

## **Title 38: Part 3 Adjudication; Subpart A "Pension, Compensation, and Dependency and Indemnity Compensation:**

[http://ecfr.gpoaccess.gov/cgi/t/text/textidx?c=ecfr&sid=1b0c269b510d3157fbf8f8801bc9b3dc&tpl=/ecfrbrowse/Title38/38cfr3\\_main\\_02.tpl](http://ecfr.gpoaccess.gov/cgi/t/text/textidx?c=ecfr&sid=1b0c269b510d3157fbf8f8801bc9b3dc&tpl=/ecfrbrowse/Title38/38cfr3_main_02.tpl)

## **Title 38: Pensions, Bonuses & Veterans Relief (also A 3.317 Compensation for certain disabilities due to undiagnosed illnesses found here)**

[http://ecfr.gpoaccess.gov/cgi/t/text/textidx?c=ecfr&sid=1b0c269b510d3157fbf8f8801bc9b3dc&tpl=/ecfrbrowse/Title38/38cfr3\\_main\\_02.tpl](http://ecfr.gpoaccess.gov/cgi/t/text/textidx?c=ecfr&sid=1b0c269b510d3157fbf8f8801bc9b3dc&tpl=/ecfrbrowse/Title38/38cfr3_main_02.tpl)

## **Title 38: Total Disability Ratings for Compensation Based on Unemployability of the Individual.**

<http://ecfr.gpoaccess.gov/cgi/t/text/textidx?c=ecfr&sid=1b0c269b510d3157fbf8f8801bc9b3dc&rgn=div8&view=text&node=38:1.0.1.1.5.1.96.11&idno=38>

**U.S. Court of Appeals for Veterans Claims**

<http://www.vetapp.gov/>

**VA Best Practice Manual for Posttraumatic Stress Disorder (PTSD):**

<http://www.avapl.org/pub/PTSD%20Manual%20final%206.pdf>

**VA Fact Sheet**

<http://www1.va.gov/opa/fact/gwfs.html>

**VA Health Care Eligibility**

<http://www.va.gov/healtheligibility/home/hecmmain.asp>

**VA INSTITUTING GLOBAL ASSESSMENT2005 FUNCTION (GAF)**

<http://www.avapl.org/gaf/gaf.html>

**VA Life Insurance Handbook; Chapter 3:**

<http://www.insurance.va.gov/inForceGliSite/GLIhandbook/glibookletch3.htm#310>

**VA Loan Lending Limits and Jumbo Loans**

[http://valoans.com/va\\_facts\\_limits.cfm](http://valoans.com/va_facts_limits.cfm)

**VA MS Research**

<http://www.va.gov/ms/about.asp>

**VA National Hepatitis C Program**

<http://www.hepatitis.va.gov/>

**VA Office of Research and Development**

<http://www1.va.gov/resdev/>

**VA Trainee Pocket Card on Gulf War**

<http://www.va.gov/OAA/pocketcard/gulfwar.asp>

**VA WMD EMSHG**

<http://www1.va.gov/emshg/>

**VA WRIISC-DC**

<http://www.va.gov/WRIISC-DC/>

**VAOIG Hotline Telephone Number and Address**

<http://www.va.gov/oig/hotline/hotline3.htm>

**Vet Center Eligibility - Readjustment Counseling Service**

<http://www.va.gov/rcs/Eligibility.htm>

