

THE Pelican POST



Issue No. XXIX

1 January 1962

NEW YEAR'S LOG OF THE SDO LOG (A TWO TIME LOSER SPEAKS)

This watch, says tradition must all be in rhyme but to sit and do so seems such a crime when I could better spend my time drinking my rum and fishing for that old lime. But I thought I would write a line or two about the Patrol Squadron who's planes I flew.

The skipper here is commander LEE, he's up at the club with his men on a spree, while young and Dumas, good lieutenants both, sit here with me, awaiting the tomorrow when we all will be free.

FORTY-FIVE is the name of this group, we fly thru the night the rain, and the soup, performing our mission up in the blue flying the cumbersome P5M-2. Twelve of these birds are all that we've got, with eight of them up, a pretty good lot.

Based on Bermuda's waters are we, where Captain Burns is our SOP, and here I sit as SDO, for the second year in a row, mustering all my good cheer, to wish the whole crew a Happy New Year.

(1) T. DOYLE

The Pelican Post is published by authority of NAVEXOS P-35 weekly by Patrol Squadron 45, based at the U.S. Naval Station, Bermuda, at no expense to the government. The contents of this periodical are not official and not necessarily the opinions of VP-45 or the Navy.

CDR Alan S. LEE -Commanding
CDR George O'BRYAN - Executive
LT Bill SNELL - Editor
ENS REDMOND - Contributing editor
Matt WIGMAN, ADC - Contributing editor
T. BRIEDDY AO2- Sports Editor
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SPORTS SCOPE

By T. D. BRIEDDY

It has been quite sometime since you've last heard from your roving sports reporter. But from here on in, we'll do our best to keep you posted on the latest sports happenings within the squadron.

The big sport around nowadays in basketball. And the VP-45 team has really been making an outstanding showing on the basketball court up to date. VP-45 has played 12 games, winning eleven of the twelve played. The only loss came at the hands of the 303rd refueling squadron from KAFB. But this defeat was later avenged.

It would be hard for me to single out any individual outstanding player or the club as everyone has been doing outstanding performances. The defense and boardwork of "BO" Bodnar, Don Fedor, Bill Einex, and up to the time of his back injury, Fred Nelson has been exceptionally great.

The offensive punch of Tom Brett, and the 2 "mighty bites" of the squad "Clubs" Larson, Don Thorson-Marty Lavelle-Don Fedor-Bill Einex- and "BO" Bodnar have been outstanding.

And as the old saying goes. "your team is only as good as your bench." And when called upon, they've gone into a game giving their all. The

bench consists of Dave "LOBall" Lowe, Jerry "Ski" Jurkowski, Pat Imhoff, Don Thorson, Marty Lavelle, and Jim "Big Daddy" Simpson, on loan from LN-7 (Exec's crew). Incidentally the addition of Simpson, has really given the team a big lift, especially for morale... Also Fred Nelson and Austin "Skip" Langley are back off the injured list and should prove quite valuable to the team. We haven't seen much of "Skip" this year, due to his injury, but for those who saw him playing last year, we know that he will be a big help to the club.

Before signing off, a note of interest, VP-45 is now tied with the marines for second place in the Captain's Trophy Race. Admin leads the pack with a total of 46 points. VP-45 and the Marines have 43 points.

Here are the scores of games played to date:

LEAGUE GAMES:

VP-45 56, Marines 54
VP-45 59, VP-49 53
VP-45 92, Air Maint. 28
VP-45 43 USCG 40
VP-45 73, Supply 41
VP-45 93, Medical 22

WON: 6 LOST : 0

NON LEAGUE GAMES

VP-45 53, NavSta 42
VP-45 64, Nav Sta 59
VP-45 57, 303rd KAFB 68
VP-45 51, Air Police KAFB 50
VP-45 63, Comm. KAFB 59
VP-45 52, 303rd KAFB 38

WON: 5 LOST: 2

Score of Sat's encounter with KAFB Varsity, found the home team on the short count of things 86-72. This gives the Pelicans 15 its second defeat of the season

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The following article is reprinted from the September 1961 Jag Journal. It is an excerpt from the book "Man of War Life." by Charles Nordhoff

LARCENY AT SEA Circa 1847

"... on board ship, where, owing to the great number of men crowded together, it is impossible to guard one's property against theft; there is a public sentiment, which makes theft the worst of crimes, and subjects the thief to a species of pillory, beside the punishment meted out at the gangway, which is as intolerable as anything can well be. Theft was of frequent occurrence on board our ship and there was but one individual caught flagrante delicto, during the whole cruise of three years. He was found with several pieces of clothing in his clothes-bag belonging to others. The crime was plainly and patiently proven on him; and then came the punishment: first confinement in the brig, in irons for two weeks; then a dozen with the "thieves cat" an instrument made of heavier line than the common cat, and soaked in stiff brine for a week before it is used, which makes each strand hard and stiff as a piece of wire; and, finally, he was sentenced to mess alone, and to wear upon his back, for six months, a placard containing, in conspicuous letters, the word "thief;" and, in addition, made a perpetual member of the blacklist. Poor fellow, based as was his offense, his punishment was just. But no one molested him, and during the time he remained on board, he moved about among the ship's company shunned by all, and as much alone as though left upon a desert island. He was kept on board until the day before leaving out next port, when he disappeared, having received, it was said, an intimation to the effect, that if he could get ashore, he would not be sought for."

OUR SQUADRON HISTORY (Con't)

The squadron received orders to move to Guantanamo Bay on 6 July., 1944 and within 2 days the move had been completed. After a short tour in Guantanamo Bay the Squadron was then ordered to Norfolk, Va. on 19 September, 1944. The Squadron was redesignated, Patrol Bombing Squadron 205 and sent to the Naval Auxiliary Air Station, Harvey Point, North Carolina for intensive transition and refresher training before departing to join the Pacific Fleet on the west coast, on 2 December 1944. VPB-205 reported to Commander Fleet Air Wing 8 at Alameda, California for further assignment. Two weeks later the squadron deployed to the Naval Air Station Kaneohe, Territory of Hawaii to report to Commander Fleet Air Wing 2. During its stay in Hawaii the squadron flew 463.8 mission hours in sector searches and performed ferry duty.

Tanapag, Saipan was the next base to see Patrol Bombing Squadron 205. The Commanding Officer reported on 1 April 1945 to Commander Fifth Fleet for duty with Commander Fleet Air Wing 1. Besides maintaining the Anti-Submarine Patrol of the islands, the squadron was employed for sector searches, Barrier Patrols, "Hunter Killer" and "Dumbo" (Search and Rescue) operations, ferry service and shipping lane patrols. On 25 August 1945 the squadron moved from Saipan to Chimu Wan, Okinawa where it performed surveillance flights until the 23rd of September 1945 when it moved to Wakayama, Japan. On 30 September the squadron left Wakayama, Japan, and started back for Norfolk, Virginia, to report to Commander Fleet Air Wing FIVE. In Norfolk the squadron launched a strenuous training program for the pilots and men while the planes underwent a much needed overhaul. On 1 April 1946 the squadron received orders to the Naval Air Facility, Bermuda, and training was resumed after arriving there on 12 April.

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The ASW Crew--The answer to the performance of the mission

This paper is presented with the purpose of bringing to light the multitude of considerations which the undersigned feels should be reviewed, appreciated and ultimately to tender recommendations for changes which it is felt will improve the ASW capability of the command.

The ASW crew is formulated in such a fashion as to provide an airborne team which can operate the airframe and its components in a final resolution of the ASW problem.

This effort, secondarily, is naturally founded on a ground Mtnce activity, which is also a function of the crew whenever technically practical.

To digress momentarily, a short discussion of the ground duties follows. Presently the crews collectively are under the ground control of the line Mtnce division and their duties are delineated by this division. In this capacity (while on the ground) the crew serves as augmentation for the Mtnce Dept as well as effective talent for upkeep of their assigned A/C. The Trg of prospective aircrewmembers and pertinent advancement in rate coupled with actual on the job shop Trg occurring under the auspices of the Line Mtnce Div.

While airborne, the crew operates directly under the command of the PPC. It should be noted here that while functioning as an integrated crew, the talent required of necessity must be of the highest order to permit split second; accurate and definite action. This action is akin to ground performance, but in the solution of the ASW problem as currently solved, it poses the dilemma of technical knowledge coupled with positive military regimentation, which in the mind of this scribe places same a cut above action required on the ground.

The crew performance on station is the element of this command which in the final analysis will fulfil the requirements of our mission. A Make-up crew will do well, but will not be the outstanding team which our mission requires - in short-close does not count in this business.

As can be noted, command as existing presently, displays two chains of command directly to the crew. This situation in itself tends to alienate the crew from the strict regimentation required as it fosters the use of one chain against the other. Also the PPC is oftentimes in a quandary as to the most proper course of action in carrying forth his duties.

For a moment, consider the Air Pac system of trg cycles. Crews are built for deployment, trained, deployed, and returned to the states presumably intact, emergencies not to the contrary. This motif is used even unto the staffing of carriers which train - deploy - and return with a minimum of crew switches.

1.1'4

Let's take a look at our situation. In 12 months of duty, I have had three plane captains, and two complete crew changes, not to mention a multitude of individual crew changes. During this 12 months, I have ~~diligently attempted~~ in my capacity as PPC worked toward on understanding of new systems etc. and a seemingly unsurmountable problem of achieving a top notch crew capable of utilizing the system to its epitome, the kill.

These efforts are not unique to my crew and or my personal efforts. As ASW officer, I feel the need throughout all crews for a contiguous effort. Loss of one man, though apparently innocuous, causes a severing of the crew which only time and strenuous trg will heal.

Higher authority has stated that crew members, to be effective, must have 100 airborne hours at their position ~~to be effective~~. These hours it is felt must be to a large extent in conjunction with subs, hence the value of one crew member becomes superlative.

Discussions with noteworthy senior members of the Junior Service indicate they view with appreciation our basic system of crew assignment and are envious of our airborne performance. I however feel we are tampering with a good system offering negative progress rather than improving on an already fine system.

A few words on morale, the SO's primary concern, and the mandatory catalyst to a high level of performance. Can we afford to let the individual crew member vacillate in his military responsibilities, between one arm of an organization and another, or one PPC and another, or any other of a number of personalities? This is not the stuff of which a crew is welded together! Further, this lack of a hard and fast responsibility, pride in a small, tough, hard working team, will evince itself as lackluster performance in the final resolution - the kill.

We hear talk of the tough bitten sub crews- their fine morale, team spirit etc. certainly they are high caliber men, as ~~our~~ ours, but does their organization permit loyalty to two chains of command, transfer of the XO in the middle of a war patrol -- not on your life. If we are to be as good or better than these folks, as our trade dictates, we best take a few lessons.

Another facet for consideration: the discussion emanating along lines of who is critical to what effort, pros and cons associated therewith. I cannot accept the concept that the air crewman is secondary to any other effort this squadron has. It seems this fact is evident in at least the fact that historically the Operations Officer is senior to the M'tnce Officer. I feel he as such should be able to dictate not only what missions will and can be performed, but by whom. Keep in mind the Operations Officers has as his charge the performances of all crews when directed on a mission. Can he execute with his weapons if another dep't in fact controls the talent available for the loading of his guns.

I pose another question. Does it seem reasonable that a non-aviator should be in a position to ipso facto regulate

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talent aboard our multimillion dollar a/c. I don't think it can be tolerated? He or the M'tnce dep't per se is in the position of recommending only in light of the needs of the M'tnce dep't. Any pertinent applicability to the air crews should be tendered via the ops officer to the XO for approval.

By way of conclusion let me profer some recommendations.

1. The position of aircrewman must be set 'ontop' of the heap. We must maintain this status in order to achieve performance compatable with the capabilities of our airframe and its components.

2. We should enforce stringently the apprentice system of training, i.e., load the crews with young "comers" which will fill seats developed by attrition.

3. Tamper not with well organized crews and if so expect only the normal breakdown of crew discipline which will result - heaven forbid the pulling of a plane captain without due consideration of the PPC, who is his mentor, his immediate professional peer, and his source of satisfaction for an intriguing, difficult job.

4. Stringent selection of all crew members must be enforced, and should be under the auspices of the PPC involved much in the same fashion as a CO staffs his squadron. I feel that a Line M'tnce Officer has no privilege to perfunctorily assign a plane captain - or an ordnance man - to any PPC's a/c. To aggravate the situation, this franchise is exploited to find ready back up at the D'pt head level et al, the ultimate resolution of necessity winding up into a departmental hassel and final decision must rest in the office of the XO.

Would it be reasonable to allow competition for the position of air crew. Let such competing exhibit itself to PPCs which would ultimately "sign on the crew member" or not as befitted the climate of his crew. This effort could appropriately be married to the apprentice try program. It is also felt that crews should stand personnel inspection as a team, officers and men together.

5. I would like to advocate close adherence to rank structure within crews - each a/c is deserving of a chief as a plane captain, and so forth down the line, not intending to preclude ~~of using~~ the adviseability of using outstanding 1st class, but above all - they must be outstanding. Associated herewith, crews must have permanence, not from month to month but year to year. An occasional change in officer crew can be more readily assimilated in this climate.

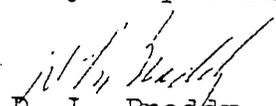
6. Let us pack our air crewman from M'tnce if you will, not vice versa. Let M'tnce act in the capacity of shop trg, ground trg advice and counsel and above all good ground m'tnce by full and closely supervised work by people who do not desire to ~~fly~~ fly, or per chance are not physically adapted.

7. Somehow, I propose, a solution be developed to relieve the M'tnce dep't. of all responsibility for the actual formulation of air crews.

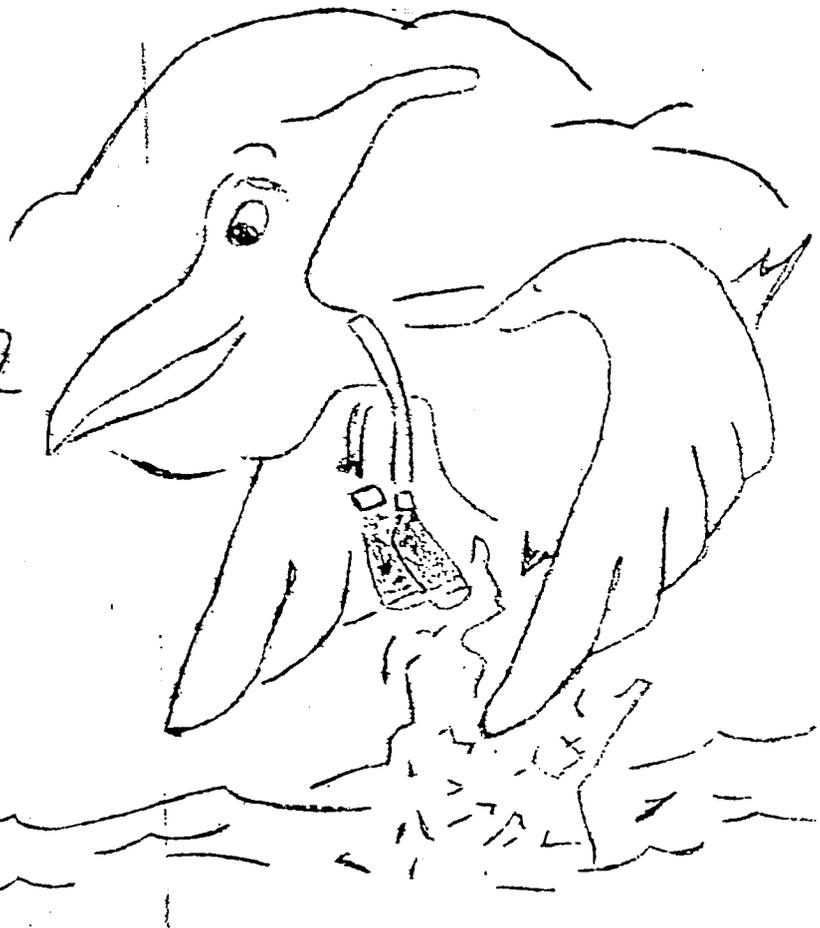
Finally, we are presented with an aircraft, the result of the best brain work of our nation and Navy which will do a sterling job of solving the ASW problems. As an ASW squadron we must build, TRAIN and FLY the best crews our recruiting system will allow. Our every effort must be in this direction, none other - and it may require healthy, tough hours of individual and collective effort. We may be called upon to disrupt staid organization setups for bright new thoughts, organization, etc.

If this be so, let the chips fall where they may, and the good old Navy being willing, I would like to be a part of the effort.

Very respectfully,


D. L. Braddy
Lt., USN

THE Pelican POST



Issue No. XXX

8 January 1962

SECRETARY OF THE NAVY ALNAV 041718Z/1

I have today taken the oath of Office as Secretary of the Navy, at a time in history when our power at sea is greater than the world has ever seen before. I am proud in the knowledge that the role of our Navy-Marine Corps team in the defense of freedom has never been more prominent, and sobered by the awareness that it has never been more necessary. I know that our continuing capacity to perform this vital role depends upon the loyalty, ability and devotion to duty of each of you, and upon unexcelled leadership at all levels. Immensely impressed by your past achievements, I have no doubts concerning your future performance. Aware of the progressiveness which has always characterized the Navy and Marine

(Con't on page 3)

UNIVERSITY COURSES OFFERED

The University of Maryland will offer a Business Law course of three semester hours credit at NOB beginning 16 Jan.

In addition, classes in Calculus, International Political Relations, English Composition & American Literature, Military Logistics, Elementary Mathematical Analysis, History of American Civilization, Elementary Spanish, and Philosophy of Modern Man will be held at Kindley Air Force Base.

Classes in each course are to be held two nights a week 1830-2130. Registration may be taken care of at NOB. Tuition Aid is available to career Naval personnel who have not acquired a baccalaureate degree, but are interested in doing so.

For further information see ENS. Painter in the I & E Office.

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OUR SQUADRON SAFETY
By Lt. Young

Safety conscious supervision can prevent a rise in aircraft and ground-handling accidents.

Though fewer deaths and destroyed aircraft were recorded in the Navy in 1961, there was an increase in accidents last January.

This was believed to be because of a let-up in supervision after the Holiday period.

This increase could have been prevented by consistency in methods of safety.

We must merge the elements of Operations and Safety into our way of thinking. From the military point of view, Operations must dictate activities of course, but accomplishment of the mission depends a great deal upon safety. Banged-up aircraft and people sure aren't combat ready.

Command and supervision is the appropriate kick-off point for any safety effort, so let's all accept personal responsibility for safety on the job to ensure that VP-45 does its part to make 1962 an accident-free year.

WELCOME ABOARD MR. PICKENS

Jack Pickens, new Assistant Operations Officer of VP-45, reported aboard last week from VP-30, Jacksonville.

Mr. Pickens was born 4 August 1925 in Kingston, Oklahoma. He is the son of Mr. and Mrs. A.C. Pickens, 3850 Yorkshire, Detroit, Mich.

He attended Bradley University at Peoria, Illinois one year before entering the U.S. Naval Academy in 1944. During his time at Bradley he was a sportswriter with the Peoria Star and sportscaster for radio station WMBD.

Assignment to USS ASHTABULA (AO-51) out of Long Beach as Navigator followed graduation from the Academy in June 1947. In August 1948 he was assigned to USS FARIBAULT (AK-179) as Communications and Supply Officer. More Pearl Harbor duty followed with COMSERUPAC as Assistant Force Communications Officer.

In August 1950, LCDR Pickens reported to Pensacola for flight training and was designated a Naval Aviator at Corpus Christi 1 December 1951.

One month later he reported to VP-49 Naval Station, Bermuda as Communications Officer so he is no newcomer to the Colony. While stationed here from January 1952 to April 1953 he and his family lived in Lambert's Cottage and Eerie Castle.

COMFAIRWINGSLANT Staff duty followed from April 1953 to July 1954, then to Pax River as test pilot and Assistant Communications Officer in AIRLANT Patrol Squadron Operations and Administration.

LCDR Pickens completed a three year Postgraduate course in Special Physics at the U.S. Naval Postgraduate School, Monterey, Calif. in June 1958.

From August of 1958 to February 1960 he served on the staff of COMFAIRELM, Naples, Italy, as Weapons Officer.

Appointment to the Rank of Lieutenant Commander came on 28 July 1959.

He is married to the former Dolores Saur of Peoria, Illinois and the father of four children, Sharon 11, Jackson Jr. 10, Frederick 7, and Pat two months.

Mr. Pickens holds the American Theatre, World War II Victory and Korean Victory citations.

PATRON FORTY-FIVE is proud to welcome aboard LCDR Jack Pickens.

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MATERIAL
By Jim Norman

We in Material, feel its about time the Squadron meets the "Key" man in this outfit and get to know them a little better. These are the men who work tirelessly to keep the Squadron supplied with the necessary parts and equipment that keep our "Big Pelicans" in the sky. Our task is not a small one and we feel credit should be given where it is due. This week I had an interview with Ray Grzechowiak, AK2. His is, what I think, can be classified as a typical career story: "Ski" as he is known around the base because no one except the Chaplain can pronounce Grzechowiak, hails from Buffalo, New York. He enlisted in the Navy, way back in 1952, and after going through the grace period known as Boot Camp at Bainbridge, Maryland, he reported to NAS Pax River, Maryland for all things, shore duty. Like all good things, shore duty comes to an end and 1954 found our hero serving with VAH-7 where he saw duty aboard the USS CORAL SEA, USS LAKE CHAMPLAIN and the USS INTREPID. After floating around the world in troubled waters for two long years, "Ski" decided society needed him more than military and he took his discharge in 1956. He stayed with this life until 1958 and that year the soup line got so long that "Ski", being small, couldn't fight his way up in time to get anything. So he got in another line, which at that time was about as long as the other, and fought his way to the Navy Recruiter where he enlisted for the second time. After a short stay in the Brooklyn Receiving Station, getting mountains of paper work out of the way, he received orders to NAS, Brunswick, Maine. Shore Duty again!! While at Brunswick "Ski" was advanced to Aviation Storekeeper Third Class, and received orders to VP-45. Since being here, he has been advanced to Second Class and has seen duty with the Squadron at Gtmo Bay, Cuba, Jacksonville, Key West, and there is a rumor that he was in Mexico while stopping over at Corpus Christi, Texas.

His hobby is coin collecting and his favorite past time is bowling and snooker. He is authorized to wear the European Occupation, National Defense, and Good Conduct Medal. At present "Ski" is Allotment Control Storekeeper, but is looking for orders any day. You know, I wouldn't be a bit surprised if he goes to shore duty!

SECNAV - from page 1

Corps, I am confident that you will continue to seek and welcome the improvements made possible by scientific advances.

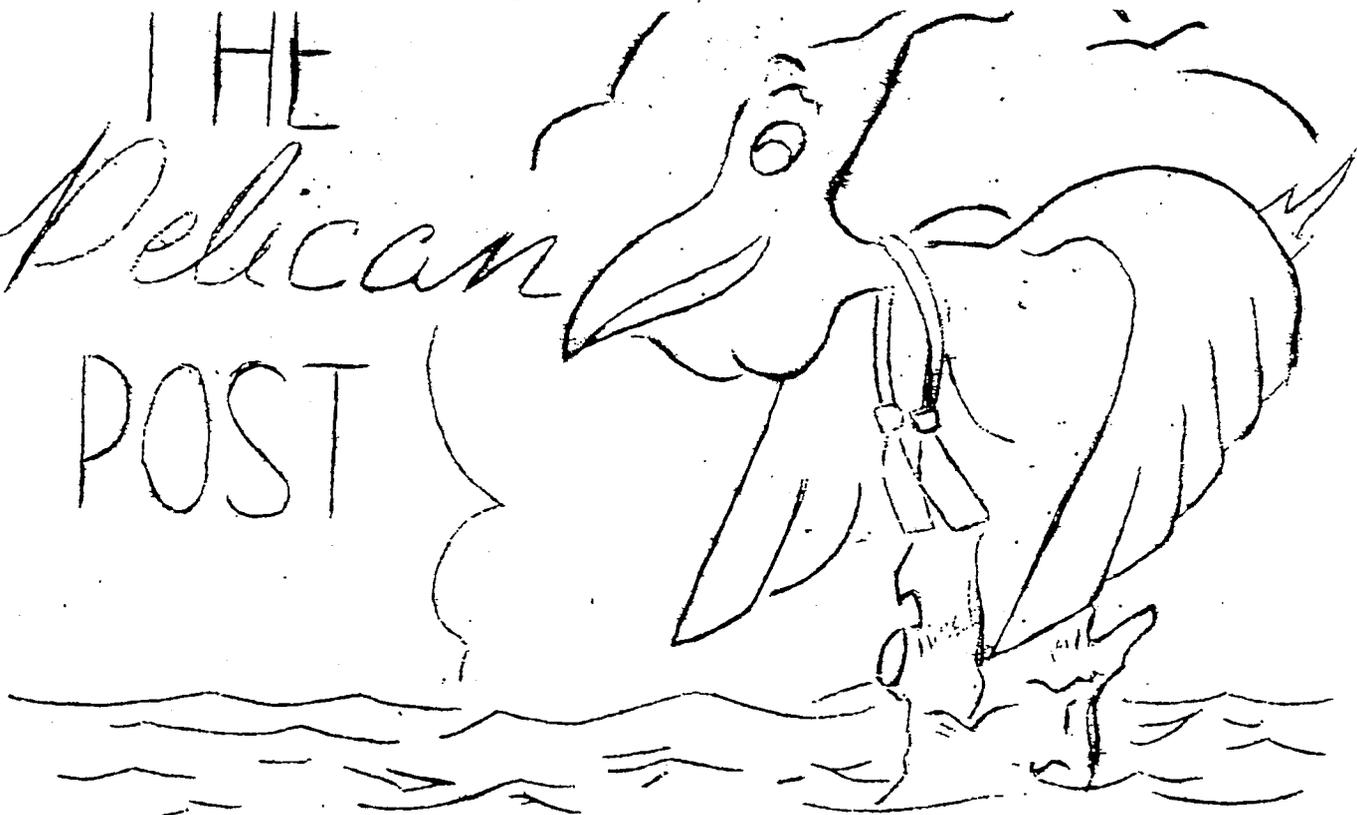
I therefore accept this high honor and undertake this grave responsibility with the confident expectation that each man and woman uniformed or civilian, reserve or regular, will always justify the great faith placed in all of us by our Nation.

Fred Kroth

21 CLUB

Don't forget Tuesday, 9 January is "Bring your Boss Night". By this we mean your Division Officer, Department Head, or any others. Bring as many as you like to see your newly decorated 21 Club. Starting this same night a new attraction is beginning, a pianist will play all of your favorites and requests.

THE Pelican POST



Issue No. XXXI

15 January 1962

MILITARY COURTESY

Military courtesy has its counterpart in practically every walk of life. It is simple the rendering of respect to your seniors. If you were in civil life you wouldn't ignore the presence of your boss when he entered the room. The chances are you'd give him a "good morning, sir" just as you do in the Navy. In the old days you would have also tipped your hat (now largely replaced by the more familiar wave of the hand or nod of the head.) The military salute stems directly from these practices.

The salute is a form of greeting, but it is a great deal more than that. It is a symbol of membership in the military organization. It is your privilege as a member of the Naval Service to exchange the salute with other members. It is your duty as the junior to initiate this exchange but it is equally incumbent on the senior to complete the process by returning your salute.

COMNAVAIRLANT NOTE ON SAFETY

Past experience shows that Jan., and to a lesser extent, February, have been months marked by high accident rates. A higher percentage of pilot factor accidents is evident.

After excellent safety performance during the first half of fiscal 62, COMNAVAIRLANT units have suffered six major accidents already in January.

The following elements are among those involved in increase accident potential during winter months: 1. Poor flying weather, 2. Post-holiday let-down, 3. Widespread lowered personnel efficiency, among both flight and ground personnel due in part to minor illness, generally unreported.

Everyone in COMNAVAIRLANT must recognize the hazards and accident potential during winter months and make this a time of care and deliberation in insuring that personnel and equipment are in every respect ready for more rigorous operating conditions.

We can keep accidents down.

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OUR SQUADRON SAFETY
By Lt. Young

The term "Safety" although widely used and accepted when we speak of our operations, is also widely misunderstood. Most of us use the term much as we use the name of any object, such as orange, shoe, or automobile. The truth is that Safety is not an object or an entity in itself. It is rather a part of and a by-product of doing something right. And it is just one facet of the end result of an operation. Another facet is mission accomplishment, and this is of course what we strive for in VP-45. It would obviously be foolish for a mission planner to go through all the usual steps of his preparation for a flight and at the end say "and then we add safety to round out the job." If all details in the preparation and execution of a flight are properly attended to there is no such thing as adding safety, for it is already included.

I ask everyone before he performs his next job for the Squadron, whether it be commanding an aircraft or screwing a nut on a piece of equipment, to ensure that safety has been included in his job.

Certain Navy Training Courses are mandatory for advancement in rate. However, other courses and publications in each field are available and strongly recommended as study material to be used for advancement examinations. These "extra" courses and pubs are used as so rce material for exams also, so look into these additional study aids, they can make it much easier for you in the long run.

Another thing it would pay you to check into is USAFI correspondence courses.

There are over 200 courses of study available on the high school, college and vocational-technical levels.

Initial enrollment fee for USAFI correspondence courses is \$5.00. There are no subsequent charges if your last course has been successfully completed.

There's a lot of education available for five bucks and many Colleges and Universities accept USAFI courses for hours of credit.

In addition, through USAFI, you can enroll in College sponsored correspondence courses. The cost is a little higher, but the list of schools is impressive and their academic standing good.

Drop into the I & E Office any time and check on Navy courses that will help you when it's time to go for the next rate or USAFI courses that will help you in the Navy or in preparing for better earning capabilities after Naval service.

RAFFIE

Monday, 15 January raffle tickets will go on sale for \$.50 each in the IGPO's office for the 17" TV which is now in the TV lounge of barracks 24. This set is being replaced with a 21" or 23" set at the same time. Drawing will be at morning quarters Friday, 19 January. There will be no tickets sold outside the Squadron. Squadron personnel only are eligible to win. GET YOURS TODAY.

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LOGGING IN AND OUT

SPORT SCOPE

Patrol Squadron FORTY-FIVE extends a hearty welcome aboard and good luck in your new assignment to: Gerald L. Tripp, AT2, from US Naval Air Transport Squadron THREE, McGuire AFB, New Jersey; Seth KALAGIAN, ATCA, from NATTC, Memphis, John R. Stewart, AMHL, U.S. Naval Air Station, Pensacola, Florida; William C. Anderson, AMHAN, from NATTC, Memphis, Tenn.; Donald J. Russell, NATTC, Memphis, Tenn.; Richard D. Head, AEAA, NATECHTRAU, Jacksonville, Florida; Patrick J. O'CONNELL, AMHAA, NATTC, Memphis, Tenn.; Terry G. Todd, ATSAN, NATTC, Memphis, Tenn.; William L. Dye, AOAN, NATECHTRAU, Jacksonville, Tenn.; Jack D. Moore, ATSAN, NATTC, Memphis, Tenn.

As always the exodus continues, VP-45 wishes smooth sailing to: Harvey E. Dubay, AMS 1 to VT3 NAAS, Whiting Field, Florida; Meredith M. Coates, AMS1, to VT-7, NAAS, Meridian, Miss. Lewis Q Nelson, AE2, who escaped to Charleston, for separation; Robert D. Swingle, AE2, NATTU, NAS, Jacksonville, Florida for AE"B" School; Robert R. Allgeyer, AMS1, to RECS A, Philadelphia, Pa., for separation, Richard E. Lappi, AMH2, RECSTA, Phila, Pa. for separation; George W. Tucker, ABU3, HELTRARON 8, Pensacola, Florida; Jose M. Juarez, AMS2, RECSTA, Phila, Pa. for separation; Martin J. Lavelle, AMH2, Philadelphia, Pa. also for separation.

21 Club

Our first "Bring Your Boss Night" which was held Tuesday, 9 January, was a big success. Many thanks to the Officers and Chiefs who accepted our invitations. It was evident that a good time was had by all. We all hope to see you again next months. Don't forget bingo Friday night, 19 January.

This is our 1st edition of Sport Scope, for the New Year.

VP-45's "Pelicans" closed out the old year on a losing note, in so far as they lost 3 straight, all on the road, during Kindley's inaugural Holiday Tournament, which incidently was won by the host team the KAFB Skyliners.

On 27 December, VP-45 met a very good Skyliner Team, losing by the score of 74-52. Standouts in this game were Tom Brett, "Bo" Bodnar, Jim Simpson, and "the mighty mite" Roger Peck.

On the following night, 28 December VP-45 met the KAFB "All Stars" and lost by the score of 65-51. Once again the standouts in this game for the "Pelicans" were Tom Brett, "Bo" Bodnar, Don Fedor, Jim Simpson, and Roger Peck.

The following night the "Pelicans" faced their rivals from up on the Station, "The Naval Station Hurrica's. Even the return of "Chubs" Larson, from leave, was not enough to overcome a determined Naval Station "5". It seems they really wanted this game and the outcome showed VP-45 on the short end of the score 87-69. Standouts in this game were Tom Brett, Jim Simpson, and "The Mighty Mite Twins" Roger Peck and "Chubs" Larson. Due to a sprained ankle "Bo" Bodnar was unable to show-up for this game, and his absence from the line-up was severely missed.

Even with the 3 straight defeats, all was not lost, however, our own Tom Brett won the tournaments MVP award, which he so richly deserved.

Thursday night the Pelican 5 resumed action on the hardwood court after a long layover for the holidays. Their opponents was NAVFAC. Final score of this game was 48-47, with the Pelicans on top. Down 25-21 at the half, Jim Simpson led the Pelicans to Victory.

Overall record of 45 now stands at 14-5. 9-0 in league play and 5-5 in non-league competition. See you next week.

MATERIAL
By Jim Norman

Continuing with our program of introducing you to your material Division, I held an exclusive interview with myself and would like to present you with the facts as I see them. I am Jim Norman, AK2, better known as "Big" Jim or "P-1. I come from Clark sburg, West Virginia, "the center of the world." I first enlisted in the Navy at the tender age of 17, back in 1955. After a brief stop-over for indoctrination at USNTC Bainbridge, Maryland I was whisked off for a tour of the Pacific Fleet, at VR-2 based at Alameda, California. This is where I received my first lesson on how the Navy operates. I turned down Airman "P" School at Norman, Oklahoma in hopes of getting a Carrier out of Norfolk. I also have considered this to be a mistake ever since. Upon reporting to VR-2 I was assigned to the beach crew, beaching the old JRM MARS. This lasted for approximately two weeks and thus ended my dream of becoming an AD. I sniveled and got myself transferred to the Admin. Office to be a Yeoman. This didn't last long either as the Wing was needing YN strikers and I was one of three to be sent to the Staff of ComFlogWingPac. There I put in courses, learned to type (and read) and then found that an Airman couldn't be a Yeoman. In the process I served as Staff Secretary, and Aide to the Wing Commander, who at that time was Captain A. H. Wilson. After a year of this gravy, I learned what RHIP meant. I was releaved by a Chief Yeoman, and upon my request was transferred to the Supply Department of the Wing. Thus began my career as an Aviation Store Mouse. In August 1957 all Fleet Logistic Air Wings Pacific were decommissioned and everyone got choice duty. I pulled my remaining two years at the U.S. Naval Air Station, Agana, Guam. Incidentally, I consider Agana as my best duty station to date. Trying to deal with the Navy, I agreed to

reenlist for AK "A" School, but found out, as so many people do, you don't deal with the Navy, so I was discharged as an Airman at Treasure Island, Calif. in 1959. I toured the U.S. for a year and then got hungry. In all fairness to the outside world, I am employed by the Pittsburg Plate Glass Company. Should I choose to leave the Navy after this hitch, my job is waiting and this hitch is seniority. I may consider it along about 1976. In January 1960, I turned up at Ashland, Kentucky and once again raised my right hand. I reported to VP-45 in February 1960, and since have been advanced to third class and then in 1961 to my present rate. I am married to the former Phyllis Baughman of Tioga, West Virginia. My favorite sports are all indoor sports. My hobby is reading and writing short stories. I'm gathering material right now for a book I hope someday to write, a Fabian sort of thing dealing with the Navy. I don't intend to try writing anything for publication until I am retired on my chicken ranch. Who knows, maybe you will recognize yourself someday in a book. My other big hobby, and one that coincides with writing, is the U.S. Navy and finding loop holes in same. I have often been dubbed by my Division Officer, LTJG Thorson, as "Mr. U.S. Navy". A fact that any good Aviation Store Mouse should be proud of.

CONGRATULATION

Congratulations to Donald Dawson, AE2, recently transferred from VP-45 to AE "B" School, Jacksonville. The Dawson's announced the arrival of a baby boy on 16 December 1961.

-15 JAN. '62

SICK LIST

As many of you probably already know, one of our shipmates, John F. Gilmore, AMEAN, had a bad bike accident and is in the Kindley AFB Hospital. It gets pretty lonesome lying around on your back all the time, so if you could pay him a visit occasionally, or send him a card, you would probably be helping this shipmate to a speedier recovery.

LEGAL NOTES

Prepare a complete inventory of everything you own and where it may be found. Place this list in your safe deposit box or other safe place and pay for such box for an adequate period in advance. Consider authorizing some responsible person to have access during your absence.

For those who have just entered service and may have financial problems, arrange for payment of outstanding bills and loans by reduced installments, if necessary. The Soldier's and Sailors' Civil Relief Act gives you certain protections against judgements entered while you are in the service. This often makes possible the suspension of payments on debts incurred before entering the service, beyond your ability to pay until after your discharge from the service. It does not cancel the debt.

DID YOU KNOW?

If by reason of death, resignation or removal from office, inability, or failure to qualify, there is neither a President for the U.S. or Vice-President to discharge the powers and duties of the office of President, the Speaker of the House shall resign his duties as Speaker and act as President.

An individual acting as President shall continue to act until expiration of the then current Presidential term.

Order of Succession to the Presidency

1. Vice-President
2. Speaker of the House
3. President Pro Tempore of the Senate (Chosen by the Senate in the absence of the Vice-President, who is President of the Senate, or if he, Pres. Pro-Tem, is to exercise the office of President of the United States.)
4. Secretary of State
5. Secretary of the Treasury
6. Secretary of Defense
7. Attorney General

FROM BUPERSINST 1520.6J

The deadline for application to the April Sub School class has been extended to 13 February.

Any unrestricted line officer, LTJG, or ENS may apply.

The minimum obligated service requirement for officers assigned to Sub training from the fleet is one year upon completion of the course or one year in addition to any obligation previously incurred, whichever is longer.

Sub School classes convene quarterly at Groton, Connecticut and are approximately 6 months in duration.

Successful completion of the course will lead to early command opportunity.

Career possibility in Nuclear Propulsion and Polaris Missile programs are good for those officers who exhibit high academic achievement.

Course content is highly technical. Applicants should possess a baccalaureate degree in science or engineering or as a minimum have credits in physics and math.

Check I & E if interested.

The designation of the Squadron was changed from Patrol Squadron 205 to Patrol Squadron (Medium Sea) 5 in October-1946. While performing their collateral mission of Air Sea Rescue on 9 December 1946 the Squadron lost a plane attempting a landing in the open sea to administer aid to a patient on a Canadian Cruiser. Choppy seas poured in the bombardiers bow window and the crew abandoned the aircraft which sank while under tow the next morning.

The designation of the Squadron was changed to Patrol Squadron FORTY-FIVE (VP-45 on 1 September 1948. On 1 April 1951 the Squadron deployed from Naval Station, Bermuda, to Naval Station, Coco Solo, Canal Zone where it was based until September 1956. It then reported to the Naval Station, Bermuda.

In 1955, 1956, and 1959 the Squadron participated in Operation "NARMID", the Squadron mission consisted of indoctrinating Midshipmen from the country's NROTC Universities and colleges in Seaplane Aviation. In 1959 they taught 1350 Midshipmen. Over a seven week period they taught a total of 816 hours of Ground Training which resulted in over 20,000 hours of instruction received by the "Middies". The Ground School Training prepared the Midshipmen from their indoctrination flights in the P5M-1 Martin "Marlin". In giving these flights the Squadron flew some 1400 hours.

Patrol Squadron FORTY-FIVE in the last eighteen years has proven many times its versatility and mobility. It is proud of this record and it hopes to do better in the future, as it enters 1962.

ALLANTFLT #2/62

1962 NATIONAL HEALTH AGENCIES AND FEDERAL SERVICE JOINT CRUSADE

Once again, as in past years, the U.S. Atlantic Fleet, ashore and afloat, will be solicited for contributions to the National Health Agencies and the Joint Crusade Organizations.

conducted by previously designated ALLANTFLT area coordinators for specified six weeks periods during the first four months of 1962.

I encourage each Atlantic Fleet Unit and individual to aid these agencies and organizations in their unceasing fight to better the Health and Welfare of all mankind, and thus to help maintain the physical, mental and spiritual well being of human beings throughout the world by generous, voluntary contribution to the agency organization of choice.

I am confident that all hands will respond generously and thereby assist these recognized health and joint crusade organizations in furthering their effective humanitarian programs.

Admiral Robert L. Dennison

DOCTOR SEES TWIST DANGER By Raymond E. Palmer

LONDON (AP)- British doctors expect to reap a rich harvest from the twist, you know, that dance where the dancers look as if they were caught in an automatic washer.

With the twist epidemic spreading from the United States to Britain, a lot of Britons are going to wind up with slipped discs, Dr. James Cyriax, a leading British orthopedic surgeon, said Saturday.

In a lecture at the School of Physiotherapy at London's St. Thomas's Hospital, Cyriax said: "The Twist involves radiating the trunk on the pelvis, or the pelvis on the trunk, while the spinal joints are bent backwards or forwards-sometimes to the full.

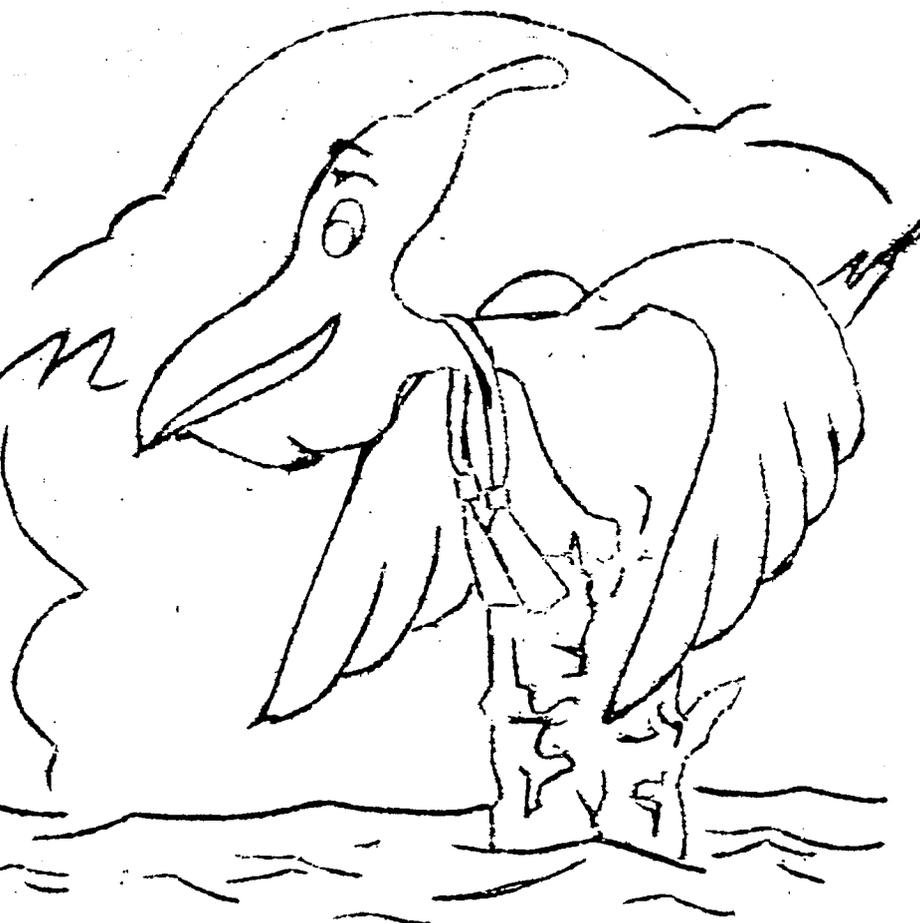
"The alternating rotation at extremes of range is well calculated to damage a cartilage in both lumbar and thoracic spinal joints. This leads to recurrent displacements."

In lay language, twistlers are liable to slip a spinal disc.

"There are plenty of slipped discs about already and devotees of the twist are destined to increase their numbers," Cyriax said.

"Doctors will reap a rich harvest as long as this dance-if that is the right word-is practiced."

THE Pelican POST



Issue No. XXXII

22 January 1962

FRA PUSHES PAY INCREASE

The Fleet Reserve Association, an organization of 50,000 career enlisted men, recently proposed to President Kennedy a ten per-cent increase in basic pay and a twenty five per-cent increase in quarters allowance for all military personnel.

Sen. Richard Russell (D.Ga.), Chairman of the Senate Armed Services Committee, said last month he is in favor of a military pay raise.

Rep. Carl Vinson (D. Ga.), Chairman of the House Armed Services Committee, said he would not comment on the pay situation until he has seen Secretary of Defense proposals.

The FRA cited additional demands imposed on personnel of the Armed Forces as a result of World tensions, the disrupting of families, longer separations and overseas tours, plus

(con't on page 3)

WELCOME ABOARD TO LT. GIL MURPHY

By Tom Kelly

Lt. Gil Murphy reported into the Squadron on the 8th of January, after completing the FAETULANT and VP-30 training syllabus. He has been assigned the billet of Flight Officer in the Operations Department and is presently flying with crew 12.

Lt. Murphy is a graduate of the University of Maryland and holds a degree as a mechanical engineer. He was commissioned in March 1952 after completing OCS training.

He received CIC Training at Glynnco, Georgia, before reporting to the U.S.S. FURSE (DDR-882), where he served 15 months as CIC Officer.

In May 1954 Lt. Murphy reported to Flight School as a student and was subsequently designated a Naval Aviator. His first tour of duty as a pilot was with VW-11, Pax River, after serving two years there he was

(Con't on page 2)

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CDR Alan S. LEE - Commanding Officer
 CDR George O'BRYAN - Executive Officer
 LT Bill SMELL - Editor
 ENS Floyd PAINTER - Ass't editor
 ENS Robert REDMOND - Contributing Ed.
 LTJG Tom KELLY - Contributing editor
 Tom BRIEDDY, AO2 - Sports editor
 Jim NORMAN, AK2 - Contributing editor
 John BREMELKAMP, AE3 - Art editor
 Larry NELSON, PN2 - Layout
 Clemens LAROCO, TN - Layout

OUR SQUADRON SAFETY
 By Lt. Young.

Personal Flight Equipment is issued for a specific purpose, to increase your chances for survival in an emergency.

You never know when an emergency will occur, therefore, it is mandatory that all personal equipment be maintained in perfect condition at all times.

In this respect, pre-flighting refers to the pilots' and crewmembers' personal equipment as well as to the aircraft.

SOP requires that personal survival equipment be worn or carried on each flight.

But we as pilots and crewmembers cannot stop here.

Personnel must know how to use the equipment even in the most adverse conditions, for example: down at sea at night.

Every plane commander and plane captain must ensure that everyone is wearing the "Uniform of the trade" before the aircraft goes over the side.

It is one phase of the vital inspection that should be made to be prepared for the hazards which could be encountered.

SPORT SCOPE

There was very little action on the hardwood courts this past week. The only action involved saw the "PELICAN 5" down ADMIN in a league game. This game incidently closed out the first half of play in the Naval Station intra-mural league.

The standings as we go into the 2nd half of play shows VP-45 on the top with an unblemished record of 10 wins 0 losses, followed by our strong rivals for team honors the MARINE BARRACKS, with 9 wins 1 loss. We don't get to play them until the 27th of Feb.

Led by a 19 point effort by Bill Eneix VP-45 easily outclassed the ADMIN 5 by the score of 82-46. The defense was led by "Bo" Bodnar with 22 rebounds. High scorer of the game was Monty Reisinger of the losers with 21 points and 17 rebounds.

The box score of the game was:

VP-45	FG	FT	TP
BRETT	5	0	10
PECK	5	0	10
SIMPSON	3	0	6
BODNAR	3	2	8
FEDOR	1	2	4
SCHMELZER	2	2	6
THORSON	2	1	5
LANGLEY	0	1	1
BRIEADY	1	0	2
PAINTER	3	0	6
ENEIX	9	1	19
LARSON	2	1	5
TOTAL	36	10	82
<hr/>			
ADMIN			
REISINGER	4	13	21
HENDERSON	1	4	5
CAMPBELL	3	0	6
YOUNGBLOOD	1	0	2
KERNS	3	3	9
HAYES	1	0	2
TOTAL	17	20	46

MURPHY - from page 1

ordered to Cornell University as an ROTC Instructor until June of this year.

Lt. Murphy and his wife Margaret have three boys John 8, Michael Gene 3, and Timothy James 1. Welcome aboard.

22 JAN '62

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OUR SQUADRON SAFETY By Lt. Young.

What sells soap? Obviously it is advertising by means of a thoroughly planned campaign designed to keep the general public continually aware of the product. All brand name items owe their popularity to advertising. Any product worth selling is worth expending money, time, and effort to promote its sale.

Ground handling safety is such a product. No one will refute the fact that in the past the Navy has placed emphasis on "selling" safety. This continuous campaign begins at the CNO level through the major commands to the Squadron level and reaches the ultimate consumer - every man in the Navy's Organization.

How successful this campaign is depends on you. When you read a safety article, such as this, you must ask yourself "Does my job require me to drive a vehicle? If so, are you qualified to drive that vehicle? When you drive do you do so in a careful manner? Do you maneuver your vehicle to close to aircraft? Do you request adequate assistance when needed? Do you speed?"

Remember, if you take an interest in this campaign others will get the idea and do like-wise. The results will then be lives saved.

Increased combat potential and fewer aircraft damaged. The Navy needs your "safety" it helps you, it helps your family and it helps our country.

WELCOME ABOARD TO LTJG OBERLANDER

LTJG Clifford C. Oberlander was born in Bismarck, North Dakota on 12 June 1939. He attended school in this city until graduation from Bismarck High School in May of 1956.

He was accepted as primary candidate for NROTC scholarship in April of 1956, and started College in the fall of the same year at the University of Nebraska. In June of 1960, he graduated from Nebraska University with a Bachelor of Science degree in Business Administration, and was commissioned Ensign USN.

He reported to U.S. Naval Air Station Pensacola, Florida in June 1960 for pre-flight training, then to basic NAO school in November 1960. In January 1961 he reported to U.S. Naval Air Station, Corpus Christi, Texas for Navigator's School.

While enroute to U.S. Naval Air Station, Glynco, Ga., he married the former Addie Jeanne White of Pensacola, Florida, he then reported to Glynco for CIC and ASW/TC Schools.

In September 1961 LTJG Oberlander reported to U.S. Naval Air Station, Norfolk, Virginia for FAETULANT courses, then on to U.S. Naval Air Station, Jacksonville, Florida, for training in VP-30. After a short leave he then reported to Patrol Squadron FORTY-FIVE on 23 January. Welcome aboard LTJG Oberlander.

SICK LIST

Don't forget about your shipmate, John Gilmore, AMEAN, in the Kindley AFB Hospital, if you can pay him a visit or send him a card to help him to a speedier recovery.

22 JAN. '62

KNOW YOUR GOVERNMENT
CONSTITUTION OF THE UNITED STATES
OF AMERICA

--LEGAL NOTES

WILLS

The oldest federal constitution in existence was framed by a convention of delegates from twelve of the thirteen original states in Philadelphia in May 1787. George Washington presided over the session which lasted until September of the same year.

The draft, originally a preamble and seven Articles, was submitted to all thirteen states and was to become effective when ratified by nine states.

It went into effect on the first Wednesday in March, 1789, having been properly ratified.

PREAMBLE We the People of the United States, in order to form a more perfect union, establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity, do ordain and establish this constitution for the United States of America.

ARTICLE I

SECTION 1 - Legislative powers vested in Congress. All legislative powers herein granted shall be vested in a Congress of the United States, which shall consist of a Senate and House of Representatives.

SECTION II - Composition of the House of Representatives. The House of Representatives, shall be composed of members chosen every second year by the people of the several states, and the electors in each state.

Each state has as many electors as it has Senators and Representatives. In the last election, the total was 537, 100 Senators and 437 Representatives, of which 269 were needed to win.

Kennedy had 303, Nixon 220 with 14 abstentions.

Should no candidate receive a majority of the electoral vote for President, the House of Representatives chooses a President from among the three highest candidates, voting not as individuals but as states, with a majority (26) needed to elect.

The desirability of having a will, even though little property is involved, is recognized by those who have seen the results of intestacy (descent and distribution) or have experienced the additional labor due to it.

A will is the difference between orderly legal distribution of your estate in the event of your death according to your wishes, and unplanned settlement by a court-appointed administrator after all claims and expenses have been paid.

Choice of beneficiaries and executors, elimination of costly bonds for executors, granting of powers to expedite and simplify estate administration are matters to be accomplished by a will, subject, of course, to the requirements and laws of the particular State concerned.

In establishing a will name an executor in whom you have complete confidence, preferably a lawyer or institution with experience in settling estate.

A will may be revoked, modified or added to at any time before the death of the testator, (person making the will), although all changes to be effective must be done strictly in accordance with law.

A will should be kept in a safe deposit box or with a trusted relative or friend.

FRA - from page 1

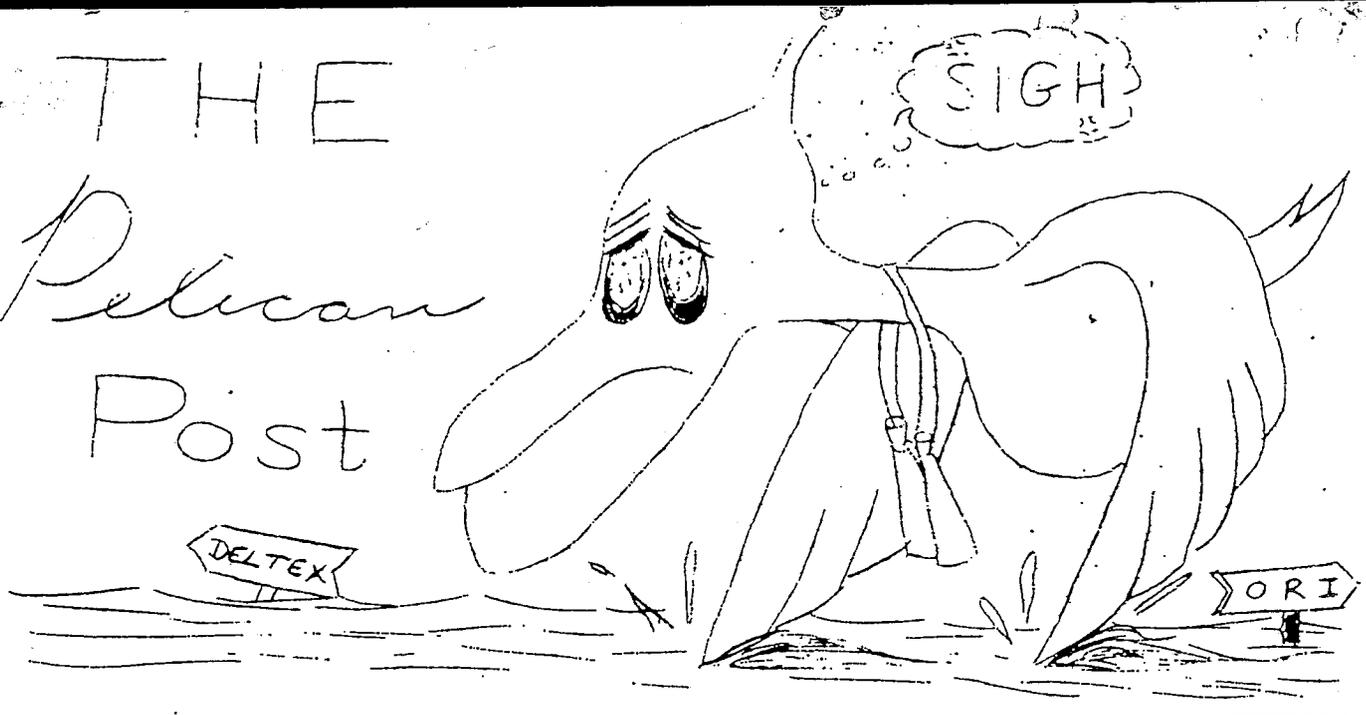
the increase in the cost of living as making an increase in pay warranted.

Officials pointed out that quarters allowance increases would not add appreciably to the incomes of those serving overseas.

This is because housing allowances are designed to take up the slack between BAQ and living expenses in a given area.

If the basic allowance is increased, a corresponding cut in housing allowances can be expected to follow.

THE Pelican Post



Issue No. XXXV

12 February 62

PELICAN FIVE TOP PUBLIC WORKS

The Pelicans romped to an easy 56-40 victory over Public Works Thursday in spite of a cold first half.

Halftime score was 24-20, FORTY-FIVE.

Led by Tom Brett with 18 points and Jim Simpson with 14, the team started to jell toward the end of the first half.

Fast breaks started clicking and strong rebounding by Dave Bodnar, Don Fedor, Simpson and Brett more than offset the teams' cold start.

Roger Peck, Squadron Duty Officer Thursday, was a spectator but Chub Larson, his running mate at guard, was very much in the game and his quick hands and great speed were instrumental in breaking up several Public Works threats.

Forty-Five rooters would swear there were times when Simpson was throwing the ball down at the basket. He has a habit of getting way up there.

It's gratifying to see more and more people getting to the games. If you haven't seen a game yet, try to get out and see these Pelicans run. They're pretty good.

Pelican box score on page two.

OUR SQUADRON SAFETY

By LT YOUNG

"Safety is the professional approach."

This slogan graces the blackboard in the Officers' Wardroom.

"Safety is our most important product", is seen on the steps leading to the second deck.

You have seen other reminders in the Squadron area. You may feel they're as much a part of the building as the walls. This is as it should be.

Safety-consciousness ought to be as much a part of our daily check-off lists as the uniform we wear.

These notices and warnings serve to jig our memories in the right direction.

The tools of our trade are complicated and dangerous. One slip and our investment in the Navy and the Navys' investment in us is destroyed and you may have bought yourself a small farm 6 x 6 x 3.

Be careful, be safety-conscious, and you'll be around to see those kids grow up.

THANK YOU

The following letter, dated 17 January 1962, was received from the Headmistress, Sandys Grammar School:

Would you please convey to the members of your Squadron, the sincere thanks of the Headmistress, Staff and children of the above school, for so kindly making and donating the picnic tables. We are putting them to good use.

Yours Faithfully,

E. E. Elford

FLYING CLUB

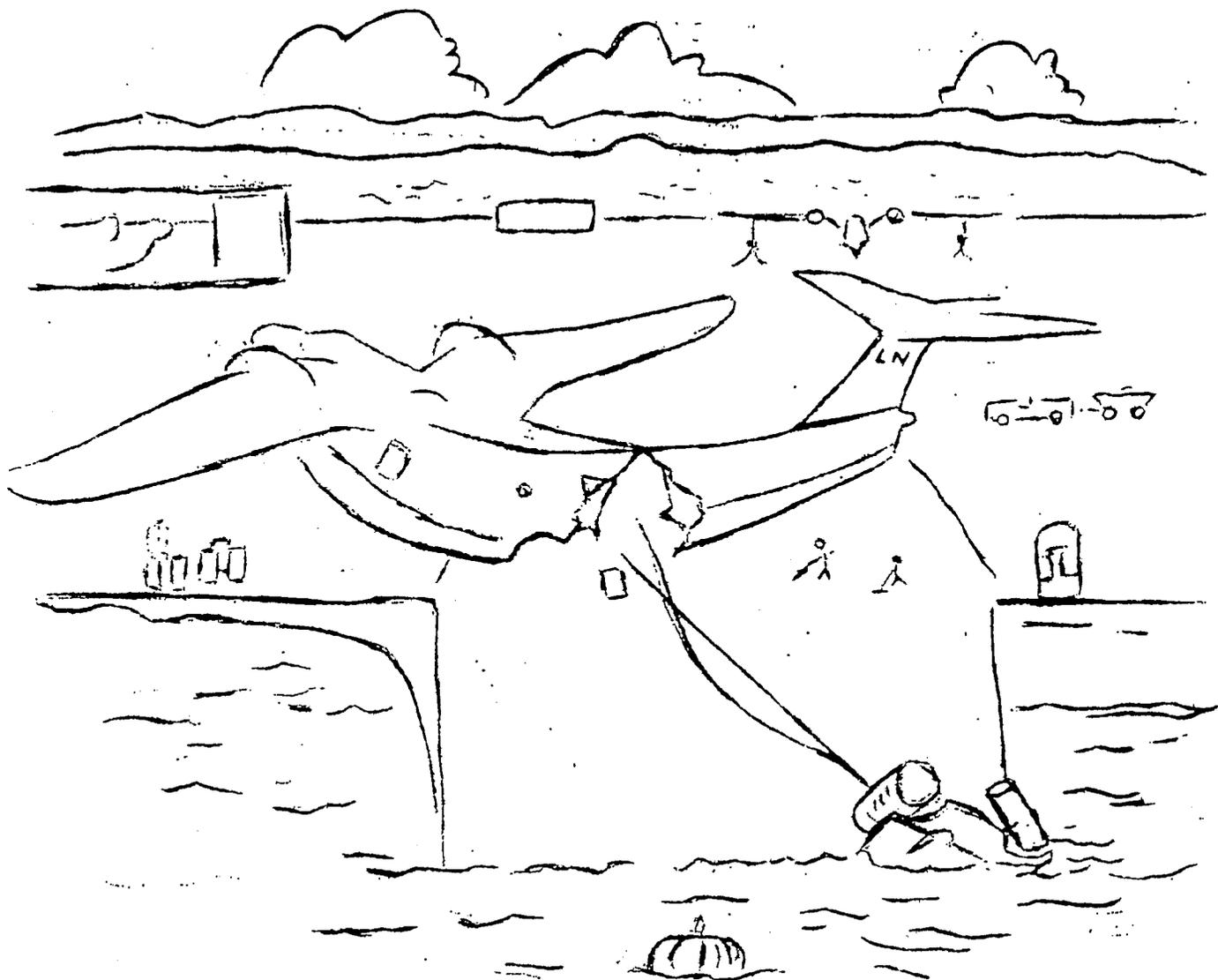
An organization meeting of the Naval Station Aere Club was held Thursday, 18 January.

Nineteen prospective members attended and plans were discussed to buy a light plane from the kindley Air Base Club or some other suitable aircraft.

Members are needed and the interest of personnel is solicited.

Next meeting will be at 2000, Thursday night, topside in the station Admin. Building.

MCB 7 STRIKES AGAIN!



~~12 Feb '62~~
MATERIAL
By Jim Norman

After missing last weeks edition by a mid-watch and a haircut, I am back again on the job and wish to continue to introduce you to your Material Division. Before introducing you to your storekeeper of the week, Mike Culver, I would like to convey upon you our motto: "Never before have so few, furnished so much, to so many". Now, to continue, I take great pleasure in introducing you to Mike Culver, AN, who hails from LaCrosse, Wisconsin. Upon graduation from Aquinas, High School way back in 1959, Mike found himself just like a couple million other guys who were unemployed and wondering what the draft was. Hearing that they had good chow and liberty in the Navy, he decided, this was just the vacation he was looking for, and August 1959 found our boy wondering what happened as he was faced with haircuts, never ending tests, and paper work, and most of all, in place of his mother, a Navy Petty Officer rolling him out at dawn every morning for PT and all that good stuff. After this introduction to this man's Navy, which he admits now wasn't so bad, at the U.S. Naval Training Center, Great Lakes, he received orders to Lakehurst, New Jersey, where he was assigned to the Logs and Pubs Section of the Maintenance Department. While here, he claims he had a "No" duty status. Sounds good if you can get it. This choice duty was only to last for one year though and Mike again received orders, this time to Pre-Commissioning School for preparation to go aboard the U.S.S. CONSTELLATION, then still under construction. As we all know fate stepped in and a bad fire slowed work on this carrier and our boy, as well as many others, received new orders. This time to sunny Bermuda and heavier than air, Patrol Squadron FORTY-FIVE. Mike reported aboard in February 1961. Since being here, he has seen duty in the Communications Office, Compartment

Cleaning and the Material Office, where he is presently employed as the Leading Airman and procurement storekeeper. He has been recommended for advancement to Aviation Storekeeper Third, and will take the test in February, where we are sure he will make a good showing.

At this writing, Mike plans to accept his discharge and return to that mass of milling civilians, where no one is in charge. Still, there is time to change his mind.

ANOTHER WELCOME ABOARD

LTJG Merrill J. Stewart was born 1 June 1935 in Gary Indiana, and was reared in Oakmont, Pa. He attended Oakmont High School and later graduated from Waynesburg College, Waynesburg, Pa., with a Bachelor of Science degree in Business Administration. After graduation he married the former Betty Lou Fassinger of Verona, Pa. Shortly after his marriage he received word to report to Pensacola, Florida for Pre-Flight Training, and graduated from same on 1 April 1960. At Saufley Field he flew the T-34, and then went through basic in the T-28. After Carrier qualifications aboard the U.S.S. ANTIETAM he received orders to report to Corpus Christi, Texas for advanced training in the S-2F and the P5M. On 3 June 1961, while at Corpus, their daughter, Kelley Lyne, was born. After receiving his wings on 21 June 1961, LTJG Stewart reported to FAETULANT, then to Patrol Squadron FORTY-FIVE on 7 January 1962. Welcome aboard LTJG Stewart.

SPORTS - From page 1

ATTENTION DIVISION OFFICERS

On Thursday, 25 January VP-45 trounced Operations by the score of 73-34. Tom Brett and Don Fedor tied for scoring honors with 16 points each. However, scoring honors were taken by Bob McVan of the losers with 20 points. The cheering section was led by Cdr. O'Bryan and his fighting Tigers of Crew 7, who were there to cheer their First Ordnance-man "Big" Jim Simpson and the team to victory.

The standings as we get underway on the second half are as follows:

TEAM	WON	LOST
VP-45	12	0
MARINES	11	1
VP-49	7	4
COAST GUARD	7	5
ADMIN.	6	6
NAVFAC	6	6
SUPPLY	5	6
PUBLIC WORKS	4	7
MEDICAL	2	9
AIR MAINT.	2	11
OPERATIONS	2	11

For all you bowling fans, I'm sorry that I'm unable to put out any dope for this edition; but if someone from the VP-45 #1 team will see me each Wednesday, I'll do my best to get something in the paper. See you next week.

A FIRST

Congratulations to Vernon Clevenger, YN2, who was the first in our Squadron to be accepted for the Selective Conversion and Retention Program (SCORE). Clevenger extended his enlistment for three years on 19 January conditionally for Class "A" CT(O) School. Good luck in your new assignment Vernon.

The following is taken from an Administrative Officer Memorandum to all Division Officers. Subject: Service wide examinations; nomination of candidates for:

Advancement in rating examinations are given twice yearly in August and February. To be considered eligible personnel must be recommended by the Commanding Officer. It is the Division Officers responsibility to recommend to the Commanding Officer only those men whom he feels have the ability to perform the work and carry the responsibilities of the higher rating. Emphasis should also be placed on personal integrity and leadership ability. Careful screening at the Division Officer level is mandatory.

On 1 November and 1 May prior to each examination, Division Officers will submit to the I & E Office personnel eligible and recommended to participate in the forth-coming exam. Fifteen days prior to these dates the I & E Office will submit to each Division Officer a list of personnel who are qualified for the next higher rate.

THINGS WE'D LIKE TO SEE....

- ...LTJG "Art" Schmid.
 - ...Joe Gordon take the Chief's Test.
 - ...Don Heath in Bermuda Shorts.
 - ...LTJG Henley wear his "No Sweat" shirt.
 - ...Chief Mekoolich secure at 1600.
 - ...Epple NOT gripe an aircraft.
 - ...More ideas for this column from personnel in the Squadron.
-

THE Pelican POST



Issue No. XXXVI

19 February 1962

WHAT IS COMMUNISM?

NUCLEAR NOTES

In the simplest terms, communism--originally called "scientific socialism" by its founders, Karl Marx and Friedrich Engels--asserts that all means of production and distribution should be owned collectively by the "people" (that is, the state). But collective ownership does not necessarily apply to personal possessions. Theoretically, communism is based on the following fundamental premises: (1) All people should work for the common good, and be rewarded for their work in products distributed on the principle "from each according to his ability, to each according to his needs." (2) All forms of work, mental and physical, should be considered of equal importance in a "classless society." With the disappearance of class distinctions, the state would "wither away", that is, a centralized authority would become unnecessary.

(Con't on page 2)

The Blast Wave which accompanies a nuclear detonation can be broken down into two phases, the positive and negative.

The positive being, of course, the shock front build-up and the negative being a decrease in atmospheric pressure to below normal, after the incident shock wave has passed.

The positive phase of the shock front is measured in terms of overpressures, that is, pounds per square inch above normal atmospheric pressure.

This wave causes stress on a building or structure in two ways.

In Diffraction stress, the shock wave builds up reflective pressure on the side of a building toward the blast. This pressure can be two to eight times atmospheric pressure, depending on the size of the detonation and the distance of the building from ground zero.

(Con't on page 3)

by Patrol Squadron 45, based at the U.S. Naval Station, Bermuda, at no expense to the government.

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 Clemens Laroco, TN,-Layout

	VP-45 (56)				Public Works (40)			
	FG	FT	TP	PF	FG	FT	TP	PF
BRATT	9	0	18	3				
LARSON	2	0	4	2				
SIMPSON	7	0	14	3				
BOLNAR	4	0	8	0				
FEDOR	3	1	7	1				
PAINTER	1	1	3	1				
ENHIX	1	0	2	2				
LAV GLEY	0	0	0	0				
SCHMELZER	0	0	0	0				
MOORE	0	0	0	0				

It's an eight pound six ounce boy for Mrs. Kaye Thompson.

Roger Keith Thompson arrived January 30.

Mrs. Thompsons' husband, Erwin, was lost in last Falls' accident.

Mrs. Kaye Thompson
 252 Croydon
 Baton Rouge, La.

Congratulations also to LCDR and Mrs. Carl Hausler on the birth of a daughter, Wendy at 2000 Thursday evening.

Bob Welsh is reported to be in good shape at Kindley Hospital.

He gets a cast on the leg in about six weeks and according to doctors, should have use of the leg in about six or seven months.

LEADERSHIP

You as a leader will certainly be imitated by your subordinates. It is therefore essential that your own performance be at least as good as that which you expect from your subordinates.

Further, you cannot, when you become a leader, expect any better performance than you have given as a subordinate.

This is where we derive the expression, "You must learn to take orders before you will be able to give them."

If you never learned to obey, you cannot expect your subordinates to obey and this lack of confidence in yourself will be as a neon sign on your back.

As a follower, what is the most important single trait you want in your boss? More than likely you would say "integrity", or "moral character", or some other attribute which means the same thing.

Do you have this trait? Are you working on it?

This brings us to the question, Do subordinates tend to imitate their superior and in what ways?

Yes, they do, and if the example is bad they have a ready-made rationalization. If it is good, they will follow through admiration and respect.

Have you ever wondered how well you, as a leader, are being followed.

Check your followership. It's probably a pretty good indication.

PAY INCREASE OUT FOR 1962

Chances for a military basic pay increase are all but washed up for calendar 1962.

President Kennedy has ordered a military pay study group to look at the pay structure and file a report by October with proposed changes to go to Congress in 1963.

This will not affect the proposed basic allowance for quarters increase now in the Budget Bureau waiting to go to Congress.

19 Feb. '62

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OUR SQUADRON SAFETY
By Lt. Young

The key to safety is -- supervision. To prevent mistakes in aircraft maintenance is to prevent accidents. This conviction is supported by conclusions drawn from our three aircraft ground incidents in the past four months. It would be proper to say that all the incidents might have been prevented with additional supervision.

Recurring aircraft ground accidents caused by carelessness and misuse of vehicles, ground handling equipment and improper handling of aircraft, (an almost always be traced to inadequate supervision of personnel employed in this type of work. Supervision conducted remotely from coffee messes, line shacks, and ready rooms will not provide contact with problem areas. This specialized work we do requires contact with the job and the people who are doing it.

Each of us must remember that our duty, by its nature demands that we supervise someone or some phase of our routine operations. It is therefore imperative that we know and understand the extent and depth of these supervisory responsibilities in order to exercise the full measure of our total responsibilities.

For better understanding of supervision lets consider the following: (1) Supervision is a responsibility inherent in an assignment. (2) Supervision means--observation, guidance, direction. (3) Supervision is demonstrated leadership. (4) Supervision properly conducted will guarantee high standards of performance. (5) Supervision can stimulate healthy attitudes toward cooperation, work, and morale. It can develop good character and enhance pride in service. (6) Supervision responsibilities should be attuned to the requirements and policies of command. (7) A good supervisor is respected and followed because he demonstrates strong rather than weak leadership.

COMMUNISM-from page 1

In practice, however, communism in this sense does not exist in any Communist state today, nor is there any indication that it will be attained in the foreseeable future.

Under present-day communism, the facilities, equipment and means of production belong to the state or one of its agencies, such as a state or factory collective farm. In the Soviet Union the land also belongs to the state. Authority is so highly centralized that it is termed "totalitarianism." All human and material resources are controlled, through a complicated governmental structure, by the Communist Party and finally by the Party's inner leadership. Class distinctions are based on the kind of work and services performed, and also on the individual's place in the bureaucratic hierarchy.

(con't on page 3)

THINGS WE'D LIKE TO SEE.....

-Bill Matott father of twins...
-VP-45 beat the Marines 27 February.
-A Mercury shot go as scheduled.

COMMUNISM - from page 2

In Communist countries other than the USSR--the so-called "people's democracies" of Eastern Europe, North Vietnam and North Korea--the "Communist" type of economic structure is less highly developed. For example, private property and private enterprise still exist in these countries but under severe limitations and handicaps. Another form of communism prevails in Communist China.

Recently, the doctrine has been advanced by some Communist leaders outside the USSR that there are "different roads to socialism" (communism). But the differences envisaged by these "national" Communists are in degree, rather than in substance.

LEGAL NOTES

Public Laws of Navy Interest:

HOME LOANS--Extension of Time for Entitlement and Provision of Additional Funds--Public Law 87-84.

Extends the period of entitlement for World War II veterans for 10 years from last period of active duty but not after July 25, 1967. Entitlement in any such case shall not expire prior to July 25, 1962. For Korean veterans entitlement shall not extend beyond January 31, 1975 nor expire before January 31, 1965. Provision is made for providing the Veterans Administration with the necessary funds. Cognizance: BUPERS, MARCORPS, AND VA.

UCMJ--Bad check Offenses--Public Law 87-385.

Adds a new punitive article (Art. 123a) to the UCMJ which is designed specifically for the prosecution of bad-check offenses. Essential elements of this offense include intent to defraud and knowledge that insufficient funds are available to cover the check. However, failure to pay the holder of the check within five days after receiving notice that the check was not paid on

presentment is made prima facie evidence of the required intent to defraud and knowledge. Cognizance: JAG.

BOOK REVIEWS

OUR MODERN NAVY, by Capt. Joseph L. Howard, USN, tells how the United States is proceeding toward a fuller use of the sea in American interests and in the cause of freedom throughout the world. It describes the wide range of interests of the Navy, its broad strategic scope, its needs and its prime significance to the security and influence of the United States. The author portrays the Navy as more than just ships, guns, planes, missiles, space satellites, and hardware as he tells of the men and women who are members of the service. Navymen will find the combat elements of their branch and specialty presented in perspective to show that the Navy's success in modern warfare depends upon a fine balance between many different talents and disciplines.

SEND A GUNBOAT, by Douglas Reeman, is a nautical yarn concerning the efforts of the skipper of a tired, old and unduly small-gunboat to rescue the British residents of a small island off the coast of China who are threatened by a Chinese communist invasion.

The hero is compelled to combat bureaucracy, communists, a mutinous crew, reluctant rescuees and, of course, The Girl, before he finds a safe harbor in the final pages.

19 Feb. '62

SPORT SCOOP

The run-n-shoot Pelicans ran away and hid from NAVFAC last Monday. Final score 85 to 71.

The game started off with a flurry of FORTY-FIVE fast breaks with Don Fedor, Tom Brett and "Chub" Larson on the business end.

Dave Bodnar grabbed a couple of these as well as a few rebounds, teaming with Fedor to give FORTY-FIVE almost complete control of the boards.

Jim Simpson was also grabbing his share of rebounds and plugged away for 13 points for the evenings work.

The score was 19-2, Pelicans, before NAVFAC realized what was happening.

Things stayed pretty much that way the entire first half with intermission score being 53-32.

High scorer for the game was Benson of NAVFAC with 22 points. Tom Brett was a close second with 20, most of them coming in the first half.

FORTY-FIVE (85)

	FG	FT	TP
BRETT	8	4	20
FEDOR	7	4	18
SIMPSON	6	1	13
BODNAR	6	3	15
LARSON	4	0	8
ENELX	2	0	4
LANGLEY	1	0	2
SCHMELZER	1	0	2
MOORE	0	0	0
PAINTER	1	1	3
TOTALS:	36	13	85

NAVFAC (71)

	FG	FT	TP
ALBERT	4	2	10
PAPPAS	4	3	11
BENSON	10	2	22
BUEHRE	3	0	6
THOMPSON	4	4	12
STOPKA	3	4	10
TOTALS:	28	15	71

VP-45's bowlers least a close match to MCB #7 on Thursday. Taking only one game out of four, they lost total pins by only five, and each game by not more then twenty. Everyone had an off night. Better Luck next week.

NUCLEAR - from page 1

As this wave envelopes the building, it crushes the structure and pushes it over. The difference in pressure inside the building and high pressure outside contributes to this phase of distruction.

Drag stress is caused by the wind which aecompanied the shock wave. Its damage depends on the duration of the wave.

Multi-story enclosed buildings are susceptable to Diffraction stress. Small buildings with large openings, towers, smokestacks, hangers, and bridges are Drag sensitive structures.

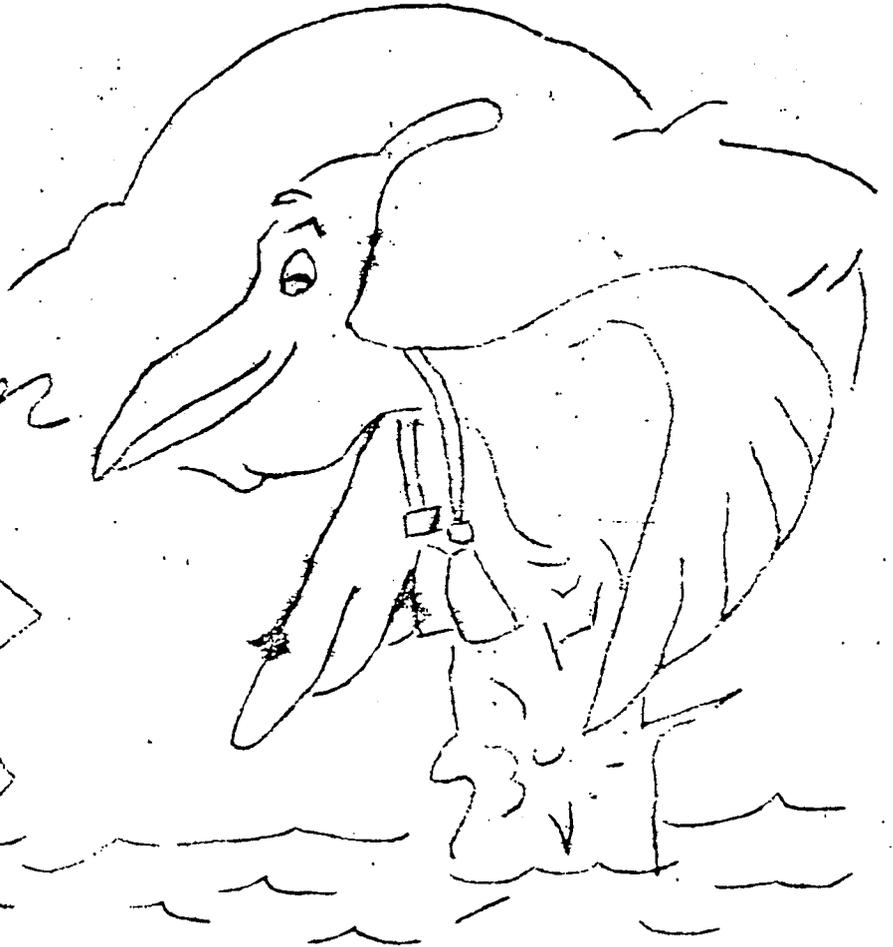
Good blast resistant buildings are of steel frame with reinforced concrete walls. Certain blast resisting characteristics can be built into a building, but at high coast. For example, Diaphragm walls or some other geometric design which would break up or tend to otherwise reduce the effectiveness of a shock wave. Building a structure of materials which absorb energy is another means.

Blast effects are greatest from an air or surface burst (one in which part of the fireball touches the ground).

In a sub-surface burst (the center of the fireball is below the surface), too much of the incident shock wave is absorbed with ineffectual results damage-wise.

The most devastating feature of an air burst is the Mach Stem, which will be discussed next week.

THE Pelican POST



Issue No. XXXVII

26 February 1962

I & E NOTES INTEGRATION PROGRAM

COMMUNISM

This program was established to obtain from enlisted personnel in the Regular Navy, individuals of outstanding qualifications and motivation for careers as commissioned officers not restricted or limited in the performance of duty.

Applicants selected under this program will attend the 16 week Officers Candidate course at Newport. Completion of this course results in commissioning as Ensign in the line (1100), Supply Corps (3100), or Combat Engineer Corps (5100), as appropriate. Personnel are eligible for Flight Training.

Applicant requirements: (1) Must be a citizen of the United States. (2) Must be 19 or under 25 years of age as of 1 July of the year in which application is made. (3) Must be recommended by the Commanding Officer.

(Con't on page 3)

What are the origins of modern Communism?—The doctrine of Marx and Engles was based on their study of nineteenth century capitalism, which, up to the middle of the century, had some characteristics that give support to the Marxist theory of the "Class Struggle."

Marx concerned himself with an analysis of capitalism and its "inner contradictions" which, he believed, would lead to intensifying the class struggle between the proletariat, or workers, and the bourgeoisie, or property holders.

As a result of this conflict, Marx prophesied a proletarian revolution that would usher in a new stage of society—Communism.

In 1848, Marx and his associate Friedrich Engles published the Communist Manifesto, which contains the basic

(Con't on page 3)

26 Feb. '62

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OUR SQUADRON SAFETY

By Lt. Young

Ground handling accidents are the one problem area we have at the moment. Last Tuesday, 20 February, we had an incident occur that had been just waiting to "happen" for six months. The radiator cap had been missing for that length of time. What can you do about aiding the Squadron in its safety program?

First is to be alert to possible safety hazards in your work area. Second, do something about it when you become aware of some deficiency. If you cannot correct the trouble, tell your chief, division officer, or safety officer. Let someone know who can get it corrected.

Let's not live with safety hazards in order to get the work done. We must do the work, but let's do it in a safer manner than we have in the past. If you do not wish to be the next person the Squadron sends to the dispensary you had better check to ensure that your work area is safe. It may not be your responsibility, but it may be your neck if you don't.

From: Commander Submarine Squadron EIGHT

To: Commander Fleet Air BERMUDA

DTG 062230Z. Greatly appreciate the outstanding cooperation and service of your aircraft today. /s/ E. L. BLACH

Reprinted from GENERAL CROSSFEED 1-62
Prepared by U.S. Naval Aviation Safety Center.

Maintenance error has been receiving a good deal of attention lately--and rightly so. Perhaps a very brief summary of the subject problem in FY 1961 might provide good reading for all hands.

Maintenance error was involved in 9.5% of all aircraft accidents in fiscal year 1961. This represents a substantial increase over previous years. This figure is more meaningful when it is expressed in the needless waste of five lives, 20 aircraft, and over \$15,000,000. While the two major accident causal factors, pilot error and material failure, decreased; the maintenance and servicing factors in aircraft accidents increased. Improvement is badly needed to reverse this upward trend.

All of the cost incurred through these accidents is irrevocably lost to the Navy. However, the entire history of maintenance error in 1961 can be used

for gain if it is used to correct the mistakes that were made. This can be done by reviewing the errors and causes, and implementing proper maintenance procedures to preclude recurrence. Each mechanic and technician has a personal responsibility here.

The Maintenance and Servicing Study for fiscal year 1961 is coming off the press now. It is entitled "Mech" and can be invaluable in training programs. It contains briefs of all occurrences involving maintenance error committed by squadron personnel, supervisory personnel, plus factory and overhaul personnel. Also included are servicing errors. It should be given wide dissemination within the maintenance organization and among pilots. Special supervisory attention should be directed to the prevention of maintenance and servicing errors, especially the common types of error.

Even one man killed or injured or one aircraft lost or damaged is one too many when it is within our power to prevent it. Let's throw the law of averages out the window and replace it with proficiency and safety. There is only one acceptable level for these avoidable mishaps--and that is ZERO!

26 Feb. 62

SPORT SCOPE

This past week was a very relaxing one for the "Pelican 5", in so far as they saw no action this past week. However, the one scheduled game they did have, against supply, they won by forfeit, when the opposition failed to make an appearance.

Within the next few days, the Pelicans will find themselves facing a very busy schedule. On Friday and Saturday night, finds the Pelicans traveling to Kindley for games against two different Junior Colleges from the States. And I know we here will wish them every success.

Then, on Tuesday 27 February, the Pelicans play the Marines, in which many people consider the game of the year. If you happen to see the other game between these same two teams, earlier in the season, which VP-45 won 56-54, you'll know you won't want to miss next weeks game. I know I speak for the team when I say, "Hope to see you all at the game."

Don't forget, Tuesday 27 February 1962, VP-45 vs Marines, at the Station Gym, 1700.

Thursday night VP-45's #2 bowling team defeated VP-45's #1 team in a very close bowling match. Lead by Lt. Young, the #2 team tied the first game, lost by four pins in the second and won the third and total pins by 113 pins. Lowe of #2 team bowled three games of the exact same score which should get him a triplicate patch from the ABC, (won't mention the total pins for this).

COMMUNISM - from page 1

principles of socialism, later transformed into communism by the Russian revolutionary leaders, Lenin and Stalin.

In 1918 the Russian Bolshevik Party, headed by Nicolai Ulyanov (Lenin), changed its name to the All-Russian Communist Party, later called the Communist Party of the Soviet Union (CPSU).

What is the situation of the individual under Communism?--The individual in a communist society has little to say about his job, wages or working conditions. He cannot call his liesure time his own or raise his children as he and his wife choose.

The wife is compelled to work if the family is to survive and women perform a large part of the heavy labor.

The individual rights granted by the regime, which gives little consideration to his needs and desires except through government decrees and measures which are designed to increase the productivity of the workers and peasants.

Even where there are some structural differences in the communist state, as in Yugoslavia, the basic pattern resembles that of the USSR.

INTEGRATION - from page 1

(4) The **below** are computed as of 1 July of the application year. a. CPO's must have 3 years continuous active service in pay grades E-8, and E-9. b. CPO's and below must have 3 years continuous active service. c. CPO's have an option of a. and b. above. d. All service must be continuous and in the Regular Navy, covering the period immediately preceding the submission of application. 5. Education requirements: a. Thirty hours at an accredited college or university, or the college GED tests. b. High School education or passed the high school GED tests and have a GCT or ARI score of 60 or above. c. For 2 years preceding 1 July of the calender year in which application is made, applicant must have no record of conviction by either military or civil court except for minor traffic violations. 6. Candidates who have been considered twice for this program cannot make further application.

Applications for this program are accepted on 1 March each year, see your I & E Officer. The written exam is given in June of each year.

Reprinted from February 1962 Approach

And so it came to pass that in the 13th hour of the sun, in the land of the burning concrete, that the weary lay down their wrenches and lifted their voices in prayer toward the center cubicle from which all things begin.

And as the benders of the wrenches assemble in prayer, there ariseth great clamor, weeping and lamentation; for they are heavy of eye, sore of feet and weary of limb, for their toils have indeed been great. Surely, now, the Chief of Maintenance will give them rest. Then there is a great hush, for the hallowed portals of the center cubicle open and the Chief of Maintenance, (LCDR Hausler), and his disciples come forth from their sanctuary and don their dark glasses and sun helmets; for lo, the sun is painful even unto them.

And a disciple, (LTJG Henley), steps forth and speaketh unto them of the 70 percent on the morrow and calleth on the bender of the wrenches to give freely and cheerfully of their labours; for the 70 percent effort surpasseth all things. And another disciple, (Chief Wigman), cometh forth and speaketh in riddles of reports and analysis and of man-hours and of the glories of the system.

Then, there is a great hush, for the Chief himself cometh forth to speak and he sayeth unto them, "Return ye to your labours, and, if the 70 percent be a great success, surely, ye shall have an hour of respite."

And one of the braver of the benders, (Treadway), ariseth and maketh great harangue, and speaketh to the Chief saying, "Surely thou hast not so soon forgotten thy promise that on this day thou wouldst give us rest."

And the Chief became exceedingly wroth and speaketh in a thunderous voice, and the benders of the wrenches whimper and quake in their tracks for their fear is great. For the Chief sayeth, "Be thou then accursed, for thy ingratitude is great." And the benders of the wrenches murmur "Yea, verily, we are of the accursed." And the Chief speaketh yet again, "Hear my judgement, for ye are of the unfortunate. Ye shall henceforth maintain

twice as many aircraft. But, we shall give unto you no cotten pins and Ye, (Barkes); shall forage through the land for new parts. And I shall send my inspector, (Epplo), to work mischief among thy people and to harass and spy upon thee. And great will be the plagues that shall visit upon thee. Yea, verily, thou shalt come to know the torments of the time cards."

And the benders of the wrenches rend their clothing and sit in ashes and plead for mercy, but the Chief is ever unforgiving.

Then the Chief and his disciples turn away from their place and go thence into the places under which rivers of spirits flow and abide therein during the darken hours.

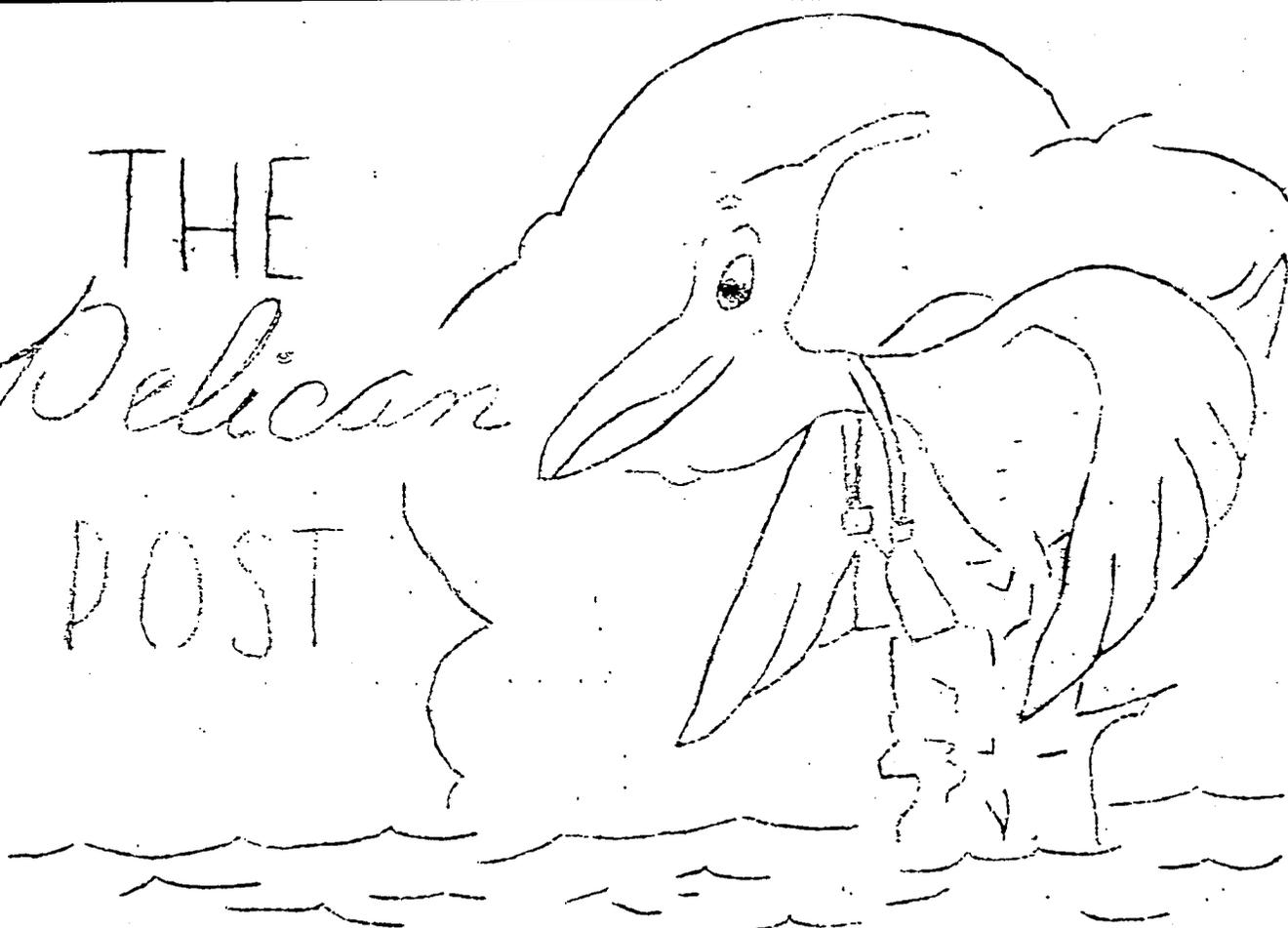
And the benders of the wrenches return to their tasks and revile the flapped winged monsters and one sayeth, "Yea, verily, hell is our heritage and we must abide there-in."

ADVANCE PAY

Reprinted from BuPers Manual Part A, Chapter 4.

Upon permanent change of station, if such change of station is not incident to separation from the service or trial by court-martial, officers and enlisted personnel may be paid an advance in pay not to exceed 3 months' basic pay less deductions set forth in paragraph 044285, Navy Comptroller Manual. Normally the amount of an advance shall be limited to one month's basic pay less such deductions. All advances of pay to enlisted members shall be approved by the commanding officer, and this approval shall also include a certificate stating that the enlisted member will have at least enough time left to serve on his current enlistment to completely repay the advance. Commanding officer's approval is not required on advances of pay to commissioned officers. Except for hardship cases approved by the Chief of Naval Personnel the amount of each advance of pay will be liquidated within a period of not more than six months.

THE Pelican POST



Issue No. XXXVIII

5 March 1962

SPORT SCOPE

By Tom Brieddy

This past week saw the Pelican "5" take it on the chin in three straight ball games. In the process they were knocked out from the unbeaten ranks of the Station intra-mural league. VP-45 now shares the top spot with the Marines, each with identical records of 15 wins and 1 loss.

On Friday, 23 February, the Pelicans traveled to Kindley to take on the Lajes Air Force Team from the Azores. This game found the home team on the short end of the score 72-67. VP-45's Tom Brett led all scorers with 35 points.

On the following night, Saturday, 24 February, found the home team once more traveling to Kindley to take on a much taller team from the States, The Air National Guard from Conn. In this one the Air National Guard emerged victorious, by the score 97-77. But as in the game the previous night, the home forces weren't able to cope with the taller opposi-

tion, and the unavailability of "Big" Jim Simpson and Don Fedor, was sorely missed. Once again Tom Brett led all scorers with 38 points, followed by the "Mighty Mite" Roger Peck with 21 points.

On Tuesday, 27 February, before a capacity crowd, the Pelicans took on the Marines in a must game of the intramural league. When the final buzzer blew, it found the Marines on top 75-64, in what is considered the most exciting ball game of the year. Tom Brett led all scorers with 24 points. For the Marines L/CPL Browning had 21 points. I know the team was glad to see such a wonderful turnout of their shipmates, which included the Skipper, Executive Officer, and my own PPC Cdr J. R. Chappel of LN-4. From the team thanks for your support, and wished we could have brought you home a winner.

(Con't on page 2)

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OUR SQUADRON SAFETY
 By Lt. Young

In order to re-emphasize safety at all levels of the Squadron, and to encourage more active participation by all hands in a vigorous safety program, an enlisted Aviation Safety Council will be established.

Realizing that the ultimate in safety can only be achieved through the efforts of every man, this council will seek to carry safety to the very place where aviation safety begins: the maintenance shops, flight crews, ramp area where ever our men are working. This will allow men who are actually engaged in the use of ground vehicles and equipment to make recommendations for the council to analysis and review. The council will take action on items within the authority of the Safety Officer and forward recommendations to the Commanding Officer on matters of policy and/or major changes affecting Squadron operations.

The members of the council will also serve as representatives of the Safety Officer for the dissemination of safety information or publications among the personnel they represent. Since the Safety Council represents an honest effort to curb accidents to the ultimate benefit of every one in the

Squadron, no member of the Squadron or of the council should harbor any fear of repercussions resulting from constructive recommendations.

Let's all get behind the council and make it our ways and means of effectively achieving all hands participation in the safety program and fostering a safety consciousness at all levels.

SPORTS - from page 1

The box score is as follows:

VP-45			
NAME	FG	F	TP
BRETT	9	6	24
PECK	3	0	6
SIMPSON	2	0	4
BODNAR	3	3	9
SCHMELZER	1	0	2
LARSON	5	3	13
PAINTER	0	0	0
LANGLEY	0	0	0
ENEIX	3	0	0
TOTALS	26	12	64

MARINES			
NAME	FG	F	TP
BROWNING	6	9	21
THOMPSON	6	3	15
CRAW	8	0	16
PHILLIPS	6	7	19
HIXON	1	0	2
JONES	1	0	2
RUBLE	0	0	0
BRYAN	0	0	0
TOTALS	28	19	75

Do you feel depressed? Want to get away from it all? Then come to the newly decorated Pelican House, 24 Constitution Ave, NOB, where nightly you can listen to the strains of soft music until 2230.

5 MAR. '62

LDO PROGRAM

HAIL, ALL HAIL THE BULL

This program provides a path of advancement to Commissioned Officer status for outstanding enlisted personnel of the regular Navy for the performance of duty limited to the broad technical fields associated with their former ratings.

Temporary appointments under this program will be limited to Line, Supply and Combat Engineer Corps.

Eligibility requirements:

1. Must be a citizen of the U.S.
2. Male personnel in the ratings of first class or above.
3. Must have served as first class for one year on 1 July of the year in which application is made.
4. Must be Regular Navy on the date the written examination is taken.
5. Must have completed 8 years active Naval service.
6. Must not have reached 34th birthday as of 1 July of the calendar year in which application is made.
7. Must be a high school graduate or have passed the high school GED test.
8. For two (2) years preceding 1 July of the calendar year in which application is made, applicant must have no record of conviction by military or civil court for any offense other than minor traffic violations.

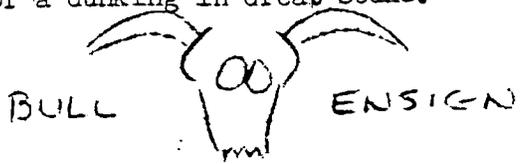
THINGS WE'D LIKE TO SEE.....

-LTJG Doug Henley's "No sweat" sweatshirt.
-A Station bus turn a corner on all six wheels and travel under 30 knots.
-Navy wives ride the dependents school bus.

Congratulations to the Stoner's on the birth of their daughter, Stacy, on 25 February, and to the Cooney's for their son Daniel who was born 27 February.

Be it now known to all hands that Ensign Bob Redmond is the Bull Ensign of the Squadron.

By virtue of his seniority over Ensigns Bill Rodreguez and Leo Comino Mr. Redmond has earned this coveted privilege, which incidentally calls for a dunking in Great Sound.



COMMUNISM

What is the difference between communism and socialism?

Originally, modern socialism was to some extent based on the theories of Marx and Engels but these have been gradually discarded. The Socialist International, meeting in Hamburg, Germany, in July, 1959, definitely rejected any links with traditional Marxism and opposed collaboration with Communist parties. Moscow's efforts to promote political fronts with Socialists have in general been fruitless. Socialists disclaim dictatorship and work for socialistic aims through constitutional means. They advocate free elections and varying degrees of private enterprise, but favor state ownership of a country's basic resources and state control of major public services and productive facilities.

Wherever Communists are in control, they permit only one party (their own) or pseudo parties or groups they dominate, to offer candidates for election. At the polls there is a single list of candidates, all of whom must be endorsed or selected by the Communist Party. The Communists seek to keep themselves in power by force; the Socialists do not.

THINK
SUBMARINES...
SINK
SUBMARINES!!!

THE Pelican POST



Issue No. XXXIX

12 March 1962

WHEN IN CHARGE, TAKE CHARGE

One of the nice things about the military service is that every man knows exactly where he stands in seniority with respect to those around him. This means that in any group of military people there is always one senior man. It is the responsibility of this man to take charge in any situation which might arise. In a wartime situation, such as a prison camp, it is obvious to most people that the senior man should take charge; however very few realize that it applies equally well to the everyday situations which confront us all. In every cube in the barracks, there is one man who is senior to the others in his cube, and it is his responsibility to see that the others conduct themselves in an orderly manner and do their share in keeping the cube squared away. If this man is away on an extended flight or leave, then the next

senior man should automatically take over.

How many of us have watched people junior to us doing something we know well to be wrong, and done nothing about it? We owe it to ourselves, and to those whom we should correct, to exercise our seniority to prevent any infraction of the rules by which we all live. Our *Espirit de Corps*, our morale, and our Pride in VP-45 will all noticeably improve when every man learns to **live** by the words, "WHEN IN CHARGE, TAKE CHARGE!"

All personnel interested in backing a station photography club contact LTJG Painter or MUNRO, PTAN as soon as possible.

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CDR G. R. O'BRYAN - Executive Officer
LTJG Floyd PAINTER - Editor
Tom BRIEDDY, AO2 - Sports editor
Larry NELSON, PN2 - Layout

OUR SQUADRON SAFETY
By Lt. Young

All hands cooperation will be required to improve the safety program for the operation of "yellow equipment" in close proximity of aircraft on the ramp and in the hanger.

Ground handling accidents and improper use of "yellow equipment" costs the Navy millions of dollars each year. Though much has been said and written on this subject in the past the situation has shown little improvement. Investigation shows that our major cause for these ground incidents to be lack of proper training of the individuals who operate the equipment and a general lack of supervision and leadership from officers and petty officers.

In order to ensure that we do not have any more ground handling accidents in this Squadron we must: 1. Have each piece of equipment inspected daily to ascertain that it is in good mechanical condition and in all respects safe to operate. 2. Ensure that "yellow equipment" operators are adequately screened and trained prior to being licensed to operate equipment. 3. All operators should pass a test for depth perception. 4. Supervisors must instill and awareness of personal responsibility of the operator toward safe driving. Last, but not least, all operators should practice the three C's of safe driving - CAUTION, COURTESY, AND COMMON SENSE. . .

CLUB NEWS

On Friday evening, the 23rd of March, the 21 Club and the Club Bermadoo will sponsor an ALL HANDS DANCE to be held in the Naval Station Gym commencing at 2030. Admission will be 50¢ per person and the dance is open to everybody. Dress for the big affair is semi-formal (Coat and tie for the gentlemen).

Music for your dancing and listening pleasure will be provided by the Strolling Strings and the Diplomats, units of the United States Air Force Band from Washington, D.C.

The 21 Club tentatively plans to hold a Monte Carlo Nite Saturday, the 17th of March, at the 21 Club. Watch for further details.

The Fleet Reserve Association, Branch #33, will hold a St. Patrick's Day Dance in the Naval Station Gym on Friday, the 16th of March, commencing at 2000. The price of admission is \$2.50 per couple or \$1.50 per individual. If you're a member of the FRA or eligible to become a member, get your tickets now for the dance. Contact any member of the FRA for further details.

CDR O'BRYAN VP-45'S CANDIDATE FOR
"IRISHMAN OF THE YEAR"

Cdr O'Bryan was selected as a candidate for the forthcoming contest to pick the "IRISHMAN OF THE YEAR" for the 17th of this month (St. Patrick's Day). He was selected as a candidate for this impressive title because of his long experience in performing at WAKES & WEDDINGS and other IRLISH ceremonies. Your vote and support during the campaign is earnestly solicited. For additional details contact Cdr O'Bryan's campaign manager LTJG Tom Kelly.

12 MAR '62

A devastating companion to any nuclear air burst is the Mach Stem, named after the 19th Century Austrian scientist whose name is also associated with Mach number and the speed of aircraft in terms of its relation to the local speed of sound.

Mach interpreted mass in terms of the interaction of two particles and Newtons Third Law of motion (For every action there is an equal and opposite reaction).

The blast shock wave is built up by particles striking one another, propelled by the huge force of the blast and resisted by the surrounding atmosphere.

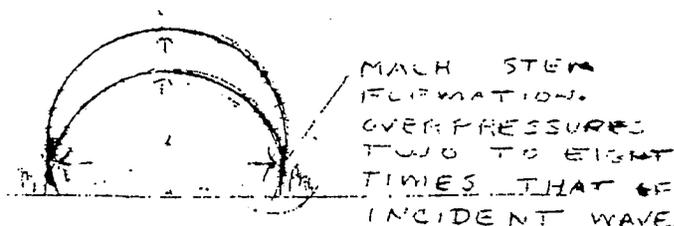
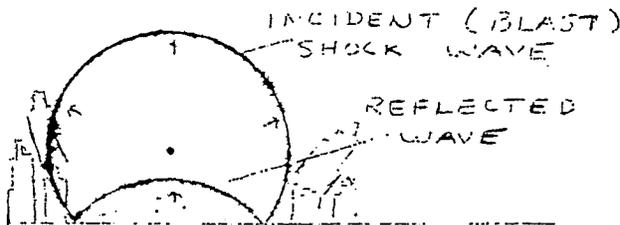
The Mach Stem is formed by the combining of the incident (initial) wave, and the reflected wave which strikes the ground and reinforces the incident wave.

Overpressures, measured in pounds per square inch over normal atmospheric pressure, can be from two to eight times as great in the Mach Stem as in the incident shock wave.

This reinforcement is aided by the fact that the reflected wave is moving in hot, compressed air.

Proper Mach Stem formation depends on the altitude of burst. The distance of stem formation from ground zero will be greater the higher the burst.

If the burst is too high there will be no Mach Stem, because the initial wave will have lost its most effective punch by the time the reflected wave catches up with it.



Scheduled inspections of sea bags, lockers vehicles, or personnel are not considered searches in the eyes of the Uniform Code of Military Justice since they are not conducted with proof of fault in mind, but are designed to maintain discipline and security.

These inspections are completely legal when scheduled or ordered by the Commanding Officer of a Naval Unit, force, or Station, and the evidence received or discovered during these inspections is admissible in courts-martial proceedings.

If an illegal "search", such as one not authorized by a commanding officer, is conducted, the evidence of that "search" may not be presented in court. However, if an offense under the UCMJ is discovered during one of these illegal "searches", evidence of that offense may be presented at courts-martial proceedings.

What is meant by the U.S. balance of payments?

This is the record of U.S. payments to other countries. Payments include such items as German automobiles and Brazilian coffee. It also includes money spent aboard by service personnel such as ourselves.

Receipt items are the sale of U.S. manufactured goods or shipment of products under loans and grants; money received from foreign visitors or payments of loans by foreign borrowers.

In 1960 the U.S. had a large surplus of exports over imports, five billion dollars, yet we finished the year with a deficit balance of payments. Why?

We spent large amounts for stationing troops in other countries and for aid to underdeveloped countries, in addition to sizeable investments by businessmen abroad to develop raw materials.

For some years we have had a balance of payments deficit but it has become serious only in the last three years. From 1951 to 1957 the deficit averaged 1 billion a year. From 1958 to 1960 the loss was eleven billion for the three years.

Also, foreigners were not willing to hold this eleven billion in the form of dollars but used half that amount to buy gold from the U.S. Treasury.

THE Pelican POST



Issue No. XXXX

19 March 1962

PRIDE

Every day across the bottom of the Plan of the Day appear the words, "PRIDE IN COUNTRY, PRIDE IN SERVICE, PRIDE IN FORTY-FIVE." How many of us ever stop to consider the full import of these words. We all have Pride in Country--the day that Glenn successfully orbited the earth three times almost every man in the Squadron stayed glued to a radio, anxiously awaiting his safe return. Most of us have Pride in Service--even though we don't always admit it, it is reflected in our conversation when we refer to the other services. Pride in FORTY-FIVE is the one that we see the least evidence of. Pride in FORTY-FIVE seems to run hot and cold. After a month like June, when we flew 1200 hours in Gtmo, everyone was proud. It was a month of hard work, with everyone pulling together, and they

had a right to be proud. It was an example--if everyone worked as hard at their job all the time as they did in June, we would have a Squadron to be proud of all the time. Look around you now. Are you proud of what you see? Are you proud of the way you are doing your job, and of the results you are obtaining? Are you proud of the barracks you live in? If your answer is no to any of these questions, then ask yourself what could be done to improve the situation. In most cases, there is nothing so wrong that the whole Squadron, pulling together as a unit in the proper team spirit, could not change that wrong to something of which we could be proud. Pride in FORTY-FIVE is pride in ourselves and our abilities, and we earn the right to *it* by doing our best. It is demonstrated by the way we achieve our flight objectives, the way in which we walk, talk, and live.

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I & E NOTES NESEP

The NESEP Program is an uninterrupted 4 year college education program, including summer sessions, in designated colleges and universities, which leads to a baccalaureate degree in the major fields of study approved by the Chief of Naval Personnel. Upon graduation, individuals will be ordered to Officer Candidate School at Newport, or Naval School Pre-flight if requested. At an appropriate time subsequent to commissioning, each former NESEP student will be considered for graduate education. Graduates of this program must serve on active duty for a minimum of four years after commissioning.

Eligibility requirements: 1. Must be a citizen of the United States. 2. Enlisted USN or USNR. 3. E-2 or above. 4. Must obligate for six years upon orders to college. 5. Must be less than 25 years of age on 1 July of year selected. 6. High School graduate or satisfactorily pass High School GED test. 7. GCT plus ARI scores of 118. 8. Physically qualified. 9. Must not have been convicted by any court martial or civil court for any offense other than minor traffic violations. 10. May be married or single. 11. Must be recommended by the Commanding Officer.

Applications must be submitted between 1 July and 1 October.

COMMUNISM

Does Communist China have a different form of Communism?

The development of communism in Communist China has been different from the course followed in other members of the Sino-Soviet bloc. Departing from the Leninist formula which stresses the "revolutionary Leadership" of the urban proletariat, the Peiping regime has used the peasant masses as a base for "building socialism" (communism).

The Peiping regime moved through two stages of agrarian "reform" before it adopted a third and far more drastic program in 1958 - the commune system. In the first phase, land was confiscated from the landlords and parceled out in small plots to landless farm workers and peasants. During the second period, these small units were grouped into collective farms or "work cooperatives," somewhat on the pattern of the Soviet collectives. Under this program, farmers could still claim a share in the ownership of the collectives, and they were allowed to keep their tools and personal belongings. Traditional villages were left intact, and family life was not basically altered.

In 1958, the Peiping regime announced the opening of an intensive campaign for a "great leap forward" and the establishment of so-called "communes." All vestiges of land tenure were abolished, great numbers of villages were wiped out and replaced by barrack-type structures housing hundreds of families. Personal goods and chattels became communal property. The vast aggregations of land and people comprising the communes are now under the rigid control of communal authorities directed by the Chinese Communist Party.

Soviet leaders in Moscow have not shown enthusiasm for the commune system, although they concede Peiping's right to follow its own "road to socialism."

19 MAR. '62

LEGAL NOTES

Any civil officer having authority to apprehend offenders under the laws of the United States, or of any state, may apprehend summarily a deserter of the Armed Forces of the United States and deliver him into the custody of the Armed Forces.

The right of the Armed Forces to apprehend and bring to trial a deserter is paramount to any right of control over him by his parent or parents on the grounds of his minority.

Generally, a private citizen has no authority, as such, to apprehend a deserter, but with the order of a military officer, or the sending out of a description of a deserter, and a request for his apprehension, and an offer of a reward for his delivery, he may do so.

The fact that a person was not authorized to apprehend or deliver the deserter is not legal grounds for the delivery or discharge of the deserter from custody.

SPORTS SCOPE
By Tom Brieady

On Monday, 12 March, The Pelican 5 took on the U.S.S. LITTLE ROCK (CIG-4) and when the final buzzer blew, found the home forces on top by the score of 64-48. The winners were paced by Tom Bretts 21 points, 19 of which were scored in the 2nd half. The losers were paced by Moore with 13 points. The defense once again was led by Bo Bodnar and Peanuts Simpson.

On Wednesday, 14 March, in what was the last scheduled game of the year, the home team humiliated MCB #7, 77-26. Once again, Tom Brett led all scorers with 16 points, followed by Fred Nelson with 15 points, Bo Bodnar, who normally is noted for his defensive work, chipped in with 14 points, Peanuts Simpson also hit in double figures, with 10 points. The Mighty Mite Twins, Rog Peck and Chubs Larson, were outstanding as they harrassed the opposition in making numerous mistakes. McLeod led the losers with 14 points.

But the Big game is yet to come. It is the championship game between VP-45 and The Marines, tentatively scheduled for Thursday, 22 March, at 1730. For any later word on this game see yours truly. Incidentally this will be Chubs Larson's last game for separation on the 25th. Hope to see you all at the game.

SAFETY

The common cold, digestive upsets and other minor illnesses, which do not seriously handicap individuals in other pursuits, may produce intolerable impairments in flying personnel. Inflammation accompanying a cold can cause extreme discomfort during altitude changes and painful, distracting injury to the ears and sinuses may result. Distention caused by gas in the stomach or intestines may give rise to symptoms varying in intensity from mild discomfort to incapacitating pain.

There should be a general awareness of the fact that flying renders seemingly minor conditions, described as feeling "poorly," "not up to par," "bushed," under the weather," and the like potentially most hazardous. Flights should not be undertaken when there is any question regarding the fitness of the individual pilot or aircrewman. - OpNavInst 3740.7, 25 June 57.

How's Your Night Vision?

Maybe you're smoking too much. Night vision definitely is impaired by smoking 20 to 30 cigarets a day. The following table shows the reduction in night vision effectiveness at altitude, between non-smoker and smoker:

<u>Altitude</u>	<u>Non-smoker</u>	<u>Smoker</u>
0-4,000	100%	80%
6,000	95%	75%
10,000	80%	60%
14,000	65%	45%
16,000	60%	40%

- Flight Safety Foundation, Inc.

SPORTS SCOPE
By Tom Brieady

This past week once again found the Pelican "5" busy on the local hardwood court, they were involved in 4 ball games. Of the four, one was won on a forfeit, in so far as the opposition, which in this case was the Medical Department, failed to show up, so it goes down in the record books as a win for the home team.

On Sunday, 4 March, the Pelicans played NOB All-Stars and won, by the score of 71-62. This team supposedly was the pick of the crop from the local intramural league. But once again VP-45 proved that they were the better team when the final buzzer blew. High scorer of the game was our own "Mighty Mite", Roger Peck with 27 points, followed by Tom Brett's 15 points. The defense once again was led by Bo Bodnar and Big Jim Simpson. High scorer for the losers was McMillan of Air Maintenance with 24 points.

Monday VP-45 was scheduled to play Medical, but due to opposition not showing up, we were awarded the game by forfeit.

On Thursday, 8 March, the home forces were opposed by their arch-rivals from across the hangar, VP-49. The Pelicans led all the way. Final score was FORTY-FIVE 79 - FORTY-NINE 62. High scorer of the game was VP-45's Tom Brett with 27 points, followed by Don Fedor with 18 points. The bulk of the defense was once again handled by Bodnar and Simpson. High scorer for the losers was Eckhart with 19 points.

Last Friday, VP-45's opponents were the Coast Guard. After a very slow start, in which the Pelicans found themselves behind as much as 8 points the outcome looked bad, but with Brett and Peck leading the offense and Bodnar and Simpson leading the defense, FORTY-FIVE caught fire and surged ahead. Half time score saw VP-45 leading 33-17. Final score was VP-45 78 - Coast Guard 43.

Tom Brett led all scorers with 30 points, followed by Roger Peck with 17. High scorer for the losers, was Montalli with 15 points.

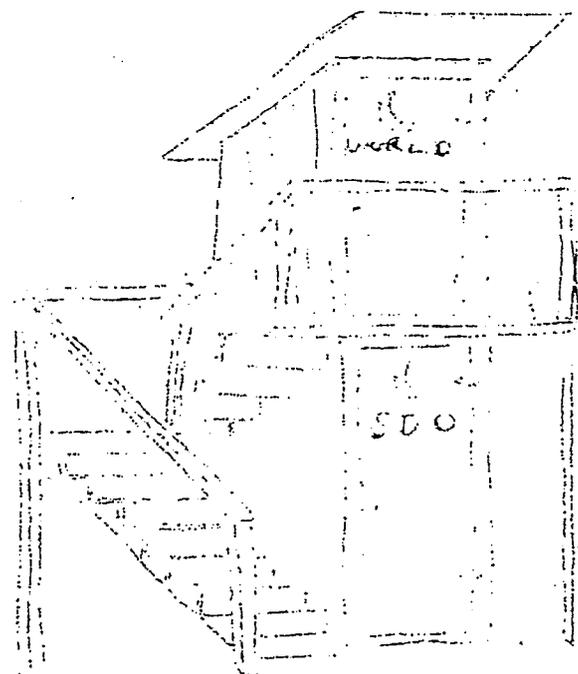
Box scores for the VP-45 vs NOB All-Stars is as follows:

VP-45

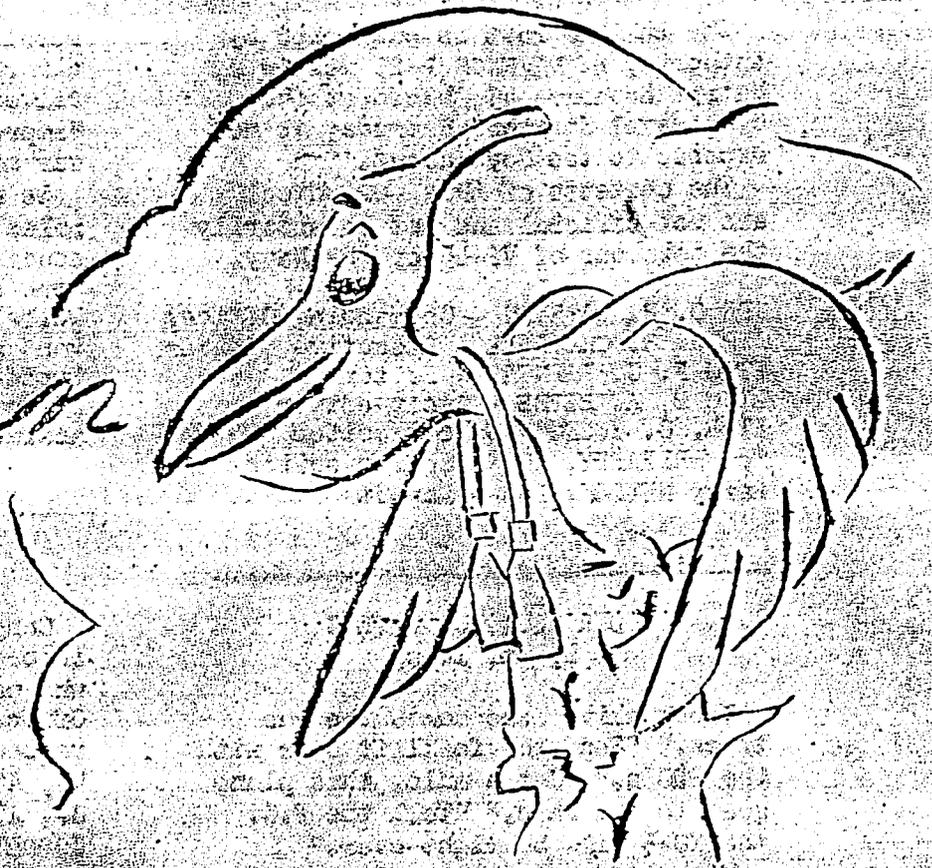
NAME	FG	FT	TP
BRETT	7	1	15
PECK	8	11	27
SIMPSON	4	0	8
BODNAR	1	1	3
FEDOR	4	1	9
LARSON	1	2	4
SCHMELZER	2	1	5
MENDENHALL	0	0	0
TOTAL	27	17	71

NOB ALL-STARS

NAME	FG	FT	TP
MC MILLAN	11	2	24
MC LEOD	4	0	8
APPLEHANCE	0	0	0
FITZ	2	1	5
ECKHART	7	2	16
DONAHUE	0	0	0
REISINGER	4	0	8
BUCK	0	1	1
KARNS	0	1	1
TOTAL	28	7	63



THE Pelican POST



Issue No. XXXIII

9 April 1962

COMMUNISM

What is the purpose of the Communist secret police force and how does it operate?

The first purpose of the secret police is to ensure the protection and permanency of the Communist Party government. From 1918 on, the secret police became increasingly powerful and important to the Soviet system. It spread its tentacles through every village and factory, reached into all government offices and ministries, and had its own agents under an independent chain of command within the military services.

The KGB was formerly headed by General Ivan Serov, associated with Baltic and Hungarian police terrorism. In 1958 he was replaced by Alexander Shelepin, who had played a leading role in Communist youth activities as head of the Komsomol.

The administrative authority of the former Ministry of Internal Affairs (MVD) included responsibility for penal institutions, the militia (civil police), some phases involving security. The forced labor camps were long administered by an MVD subdivision, GULK (formerly GULAG). Some phases of forced labor production were transferred to economic ministries in 1953. When the MVD was dissolved in 1960, its functions were transferred to the ministries of the union republics.

What special methods are used by the secret police in connection with arrests?

The procedure used in connection with arrest is designed to intimidate and terrorize the accused. Police interrogations are often conducted during the night hours. The examination is based on the assumption that the accused is guilty and therefore the examiner endeavors to extract a "confession" from the prisoner and so compel him to disclose the names of accomplices.

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CDR J. R. CHAPPELL - Executive Officer
LTJG F. C. PAINTER - Editor
LTJG B. A. BEEBE - Ass't editor
LT E. C. YOUNG - Safety editor
Tom BRIEADY, A02 - Sports editor
Larry NELSON, PN2 - Layout

OUR SQUADRON SAFETY By Lt. Young

"Look alive here comes the gas truck." "Send the forklift over with the PDC's." "Get a mule, this plane goes to the barn." "Tell the P.C. the NC-5 will be right-over."

Without doubt the seaplane ramp does not belong exclusively to seaplanes anymore. Vehicles of all descriptions and functions weave around aircraft on the ramp where once only fuel trucks were regular visitors.

In a way it was inevitable. Planes are too heavy to push by hand; rocket mounts cannot be reached from the ground; engines cannot be lifted into place.

Each of the ground vehicles added to the ramp, brought a little more progress to Naval Aviation. But there is a price tag attached. The very equipment designed to furnish assistance to airplanes are frequently the cause of grounding the big "iron-birds."

The Navy has had over 200 accidents involving ground equipment and aircraft in the past 12 months. The Safety Center report says these occurrences range from overhaul damage to forklift operator's failure to judge clearances

resulting in minor damage. 70% of all aircraft vehicle ground accidents involved human error. This means that "improper action by the operator" is our major cause for ground accidents.

We must educate ourselves with the rules of the road on the ramp. Such education coupled with knowledge that more alertness and caution is required while driving on the ramp will prevent ground accidents in our Squadron. Professional handling, on the ground as in the air, does wonders for accident prevention. Try it!

CONGRATULATIONS

Congratulations and Well Done are in order for the following named men who passed the Service-Wide Petty Officer examinations and will be advanced on 16 May 1962: BRUMFIELD, J. W., AT2; CARLTON, M. D., AE2; CAREY, J., AT2; CLEVENGER, V. L., YN1; COONEY, C. E., YN2; COX, C. S., ADR2; COOMBS, W. R., AMH1; CURRY, G. A., AE2; DENNIS, C. A., ATN3; DOCKERY, J. M., ATCA; FEEST, G. A., ADR2; FEDOR, D. L., ADR3; FOLEY, R. J., AMH2; GEBB, J. E., AE2; GRUBBS, W., AO3; HANSON, J. G., AE1; HENNEBERGER, K., ADR3; JACKSON, G. W., ADR3; KIGER, L. E., ADR2; KINCAID, K. G., AE; KVANVIG, R. D., AMS2; LOWE, R. P., ADR3; MC NISH, R. L., AT2; MUNRO, J. C., PT3; NELSON, F. M., AT2; NEEDHAM, C. V., AT2; NELSON, L. C., PN2; OWSIAN, R. T., ADR3; RADTKE, R. W., AMS3; SIMMEROCK, L. H., ADR2; SPOTTS, J. W., AT2; TAYLOR, W. L., ABH2; TAYLOR, J. W., ATN3; THOMAS, S. E., AMH3; TICKEL, C. R., ADR3; VERMETTE, J. S., AO2; WHITMIRE, W. E., AO3; HARMS, D. H., AECA; DEFILLIPPS, C. N., AE3.

The following named personnel passed the examination and may be advanced on dates indicated: FREEMAN, H. D., ATCA, 7/16/62; REED, W. H., ATCA, 7/16/62; COLLINS, M. B., ADRCA, 1/16/63; SNOW, H. E., AECA, 1/16/63.

9 April '62

SPORT SCOPE
By Tom Brieady

Nothing much in the world of sports has happened this past week. Now that the basketball season has ended, the emphasis revolves around volleyball. This sport too is a major factor towards points for the Captain's Cup, a symbol of year round athletic endeavorment.

For those of you interested in the game of volleyball, contact Jerry Barkes, AK1, at Ext. 438 during working hours. The Pelicans are scheduled for 3 games next week, but due to some mix-up of the schedule, dates and opponents maybe changed. So for those involved, contact Barkes for the latest word.

Sports remaining for this years race for the Captain's Cup are as follows: Tennis, Horse shoes, badminton, Ping Pong, Golf. Though these sports are considered minor sports, they are a big factor in acquiring points for the Cup.

Here is the latest tabulations of total points acquired up to date. It finds VP-45 leading the pack, and if we want to stay at the top were all going to have to do our share and get participants for these different sports.

STANDINGS:

<u>TEAM</u>	<u>TOTAL POINTS</u>
VP-45	63
MARINES	61
PUBLIC WORKS	58
SUPPLY	50
USCG	34
ADMIN	34
NAV FAC	32
MEDICAL	30
OPERATIONS	30
V-49	26
AIR MAINT.	22

Just prior to printing the revised volleyball schedule and results of the first weeks play were received and is as follows:

Results of the first weeks play:

<u>BLUE LEAGUE</u>	<u>WON</u>	<u>LOST</u>	<u>FORFEIT</u>
1. Coast Guard	0	1	1
2. NavFac	0	3	0
3. VP-45	0	0	0
4. VP-49	2	0	0
5. Marines	3	0	0
<u>GOLD LEAGUE</u>			
6. Air Maint.	2	0	0
7. Operations	3	0	0
8. Public Works	0	0	0
9. Supply	0	1	1
10. Medical	0	2	1

Revised schedule, team numbers are same as above:

	1745	1830
<u>APRIL</u>	<u>BLUE LEAGUE</u>	<u>GOLD LEAGUE</u>
10	3-1	8-10
11	3-4	8-9
16	7-8	2-3
17	8-10	3-5
18	9-6	4-1
19	6-8	5-3
20	8-9	3-4
23	6-9	1-4
24	9-10	4-5
25	7-6	2-1
26	10-9	5-4
27	8-7	3-2
30	6-7	2-1
<u>MAY</u>		
1	1-3	6-8

Teams forfeiting more than one game will be dropped from the league.

