

2022
MARCH

THE VP-45 ASSOCIATION'S

Pelican Post

Newsletter

www.vp45association.org



PATRON
FOUR FIVE
ASSOCIATION



2022

REUNION

JACKSONVILLE, FL



*Reunion Dates Announced:
17 - 21 August 2022
Jacksonville, FL*

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From Jack Keane, the Editor:

In this issue of the Pelican Post, we provide you with the most up-to-date information on the August 2022 Pelican Reunion in Jacksonville! Additionally, we highlight the genesis of NATOPS and Bill Hobgood provides an interesting perspective on the A-12 Avenger, the proposed replacement aircraft for the A-6 Intruder in the Navy Trivia section.

Should you need to for any reason, you can contact us via the website or by sending an email to either of the email addresses listed in the "Contact Information" section just above.



YOUR ASSOCIATION OFFICERS (2020 - 2022)



Click on pictures below for more biographical info



President

Doug Mitchell was elected to this office in 2012. He was in VP-45 from 1972 to 1975 as an FE. He retired from the Navy in 1994, after 30 years service, as an LDO LCDR. He calls both Florida and Georgia home.

Vice President

Previously Treasurer, Spence Cunningham became VP in 2018. He served as an AW aircrew member in the Squadron from 1982-1987 and retired in 2013 as a Master Chief. He lives in Orange Park, FL.



Secretary

Jack Keane has been our Secretary since 2012. A VMI grad and retired LCDR, he completed his Navy career in 1995 and is recently retired from Johns Hopkins. He was a TACCO in VP-45 from 1982-1985.

Treasurer

Michael Riley assumed Treasurer duties in 2021. He was an Ordnanceman in VP-45 during the 80s and retired a Chief Petty Officer. He has recently moved from Florida to Michigan.



WebMaster

Bill Hobgood built the new Association website in 2011 and was elected WebMaster in 2012. He was also a TACCO (Crew 13) and was in VP-45 from 1971 to 1974. A retired CDR, he resides in Lantana, Texas.

“Who would have thought when I became President of the Association in October of 2012 that I would still be serving as your president in 2022! That’s right...almost ten years! What an honor it has been! I’ll say it again, we have the Best VP Navy Squadron Association in the World! And once again, it is because of you, our loyal members.”

From the Desk of...

Doug Mitchell

President’s Report

Another year of COVID!! But the good news is we are learning to deal with it and get on with our lives! Masks or no masks! And ladies and gentlemen, we have a reunion on the horizon; scheduled for August 17th to August 21st at the DoubleTree Riverfront Hotel by Hilton, so make your reservations early.

You can cancel within 48 hours of your scheduled arrival at no penalty! Click [HERE](#) to do that.

The Squadron is in town, and we will visit with them at NAS Jacksonville and tour one of their P-8 aircraft, and...they promise us that 50 active duty and/or wives will attend our Banquet Dinner Program! Deputy Commodore of Commander, Patrol and Reconnaissance Wing Eleven, CAPT Troy Tartaglia will be our Guest Speaker. CAPT Tartaglia served his Department Head Tour as a Pelican.

Who would have thought when I became President of the Association in October of 2012 that I would still be serving as your president in 2022! That’s right...almost ten years! What an honor it has been! I’ll say it again, we have the Best VP Navy Squadron Association in the World! And once again, it is because of you, our loyal members who participate in our reunions, our newsletter articles, and

most of all each other’s lives.

At the Business Meeting at the Jacksonville Reunion, you will have the opportunity to vote for Jack Keane, President; Al Labella, Secretary; Scott Kelly, Webmaster; and a new Officer position, Bill Hobgood as the Newsletter Editor. Please try to attend our reunion, and if you do, come to the Business Meeting on Saturday morning and vote for these volunteers who will keep our Association moving forward for years to come!

As I reminisce about my time as President, I can tell you I will have nothing but fond memories of all the good times I’ve had with my fellow Pelicans. You guys and gals are true Patriots...proud men and women who served faithfully in the United States Navy, and VP-45 from all years since the 1940’s, all the way to 2022! If you ask me what I will miss most...it will be all my visits to the Active Duty Squadron where I encountered the best enlisted and officer personnel in the Navy, the Change of Commands, the Command Master Chief Retirements, the many trips to Pensacola to present the Flight Academy Scholarships at the National Naval Aviation Museum, the Mini-Reunion in Colorado Springs, and unfortunately, the funerals in which I had the honor to participate. I have many folks to thank...first of all, the current and previous Association officers who helped make us who we are today. It was truly a team effort. And if there is one person I could thank, it would be VADM (Ret) Wally Mas-



senburg, who twisted my arm in the elevator at the Washington DC Reunion Hotel in 2010 to volunteer to be an officer of the Association! It was the best decision of my life! (Other than spending 30 years, four months and two days in the United States Navy!)

I wish all of you the best going forward, and I will enjoy attending our future reunions after August as a spectator! So once again, please take care of yourselves and please feel free to call or email me at any time!

Sincerely,

Doug "Pooh Bear" Mitchell
678-650-7500 or
poohbearmit@aol.com

HOT OFF THE PRESS

AVCM (Ret) Jim Cole Memorial Photo Presentation

by: Doug Mitchell

Last fall, I had a phone call from Trudy Cole, Jim Cole's Widow. She explained Jim wanted his beautiful "Orion's Game" signed and numbered print donated to the squadron when he passed. He knew she and I would make it happen!

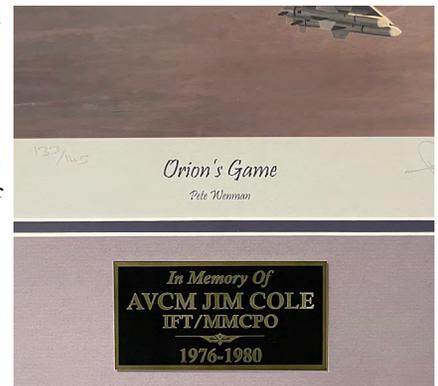
Since the squadron hadn't been home from Deployment long, coupled with the Thanksgiving Holiday and then Christmas Leave Cycles, I decided it would be best to pursue the event in January.

I made arrangements with Trudy to pick up the professionally framed print and I arranged to have a



metal memorial name plate installed just below the print title. Arranging a meeting, I presented the beautiful artwork to the Commanding Officer, CDR Seth Eisenmenger on Friday 21 January (see photo below left). The article below was written by the Squadron and some of you may have seen it on Facebook:

"VP-45 takes pride in having one of, if not the, most active alumni associations of all the Patrol Squadrons. The heritage of this Squadron is what has made it "World Famous" and we will never forget those that paved the way for us to continue our mission.



The brass dedication plate below the artwork.

Many years ago, the VP-45 Association made 145 of these framed pictures showing an Orion in all its glory. AVCM Jim Cole requested that his copy #113 be gifted to the squadron upon his passing, and it is with great honor that we accept this tremendous gift and will be sure to display it proudly.

It is presented by Doug Mitchell, the President of the VP-45 (alumni) Association."

Of note, the Patron Four Five Association donated print #45 of 145 to the Squadron at the October 2012 Reunion in Mobile, AL. It is proudly displayed at NAS Jacksonville's P-8 Integrated Training Center in the Boeing Heritage Room.

FROM THE VICE PRESIDENT

by: Spence Cunningham



Hello everyone! Let's try this again, shall we? Reunion in Jacksonville 2022!!

The only thing that has changed from 2020 is the dates! We are starting on Wednesday, August 17th and finishing on Sunday August 21st. We are still at the DoubleTree by Hilton Jacksonville Riverfront!! Reservations have been available since February 2021 and I sincerely hope that you've made yours!! If not, do it now!! The following information is for you to do that very thing.

Reservations: By phone (available 24 hours a day) to 1-800-222-8733 and be sure to ask for Group Code "VPA".

By Internet: click [HERE](#) or copy then paste this link into your browser: <https://group.doubletree.com/a9r9ar>

Hotel Reservation Cut-off Date: As a reminder, reservations must be made before midnight on July 22, 2022.



Headquarters: VP-45 Association 2022 Reunion

Cancellation policy: If you must cancel (and I hope you don't!), you can up to 48 hours prior to your check-in date with no penalty!! So, go ahead and make your reservations now!! Oh, plus this room rate is available up to three days before and after the reunion!!

We used this hotel for the 2008 and 2014 reunions but back then it was the Crowne Plaza. It has been remodeled since and I think you all will enjoy being here very much!! It has all expected amenities including complimentary Wi-Fi, and (for us) a 15% discount in the hotel restaurant, two complimentary breakfast buffets per room per day and overnight parking for just \$5.00!! Local Pelicans will enjoy complimentary self-parking to attend on-site reunion functions.

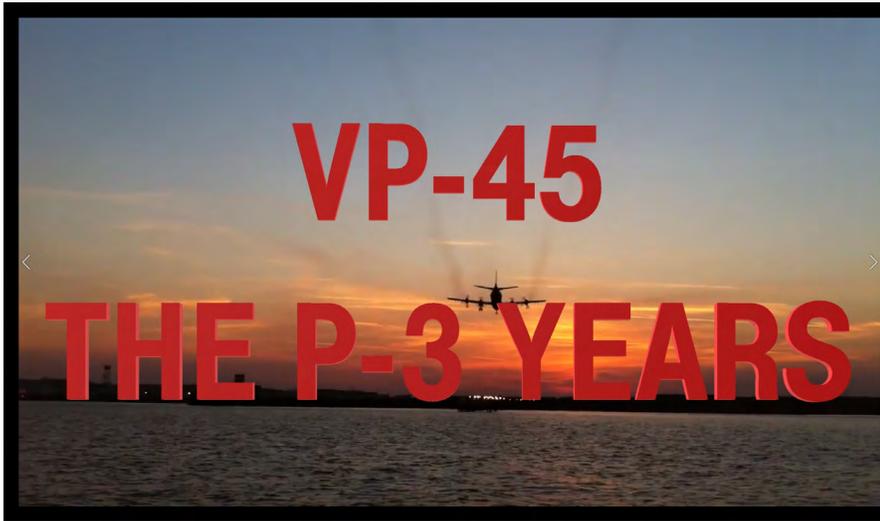
For a full list of the hotel's amenities, click [HERE](#).

Online reunion registration is open and your selections and secure online payment can be made [HERE](#). If you prefer to use the U.S. Mail, this Pelican Post Newsletter has a reunion registration form near the last page that you can print, fill out and mail in!! Get your choices in and join us!!

Below is an abbreviated schedule of events for the reunion. A very detailed schedule is available [HERE](#). I would encourage you to browse this full schedule that contains even more reunion and tour information (like the seating chart for the Alhambra theater). Again, you can get there by just tapping or clicking [HERE](#).

Schedule of Events:

Wednesday: The Reunion Begins!! DoubleTree check-in begins at 4:00 p.m. and Reunion Check-in and Ship's Store will



The newly updated VP-45 "Era" videos will be shown both Friday Evening and twice on Saturday morning and early afternoon.

be open on the 2nd floor in the Kingsley/Hecksher meeting rooms respectively! The Hospitality room will be set up in the Osceola/Dupont/DeSoto meeting rooms on the 2nd floor as well free adult and non-alcoholic beverages will be available starting at 4:00 p.m.

Thursday: Continue hotel check-in and Mayport NS tour of a ship or squadron. Hospitality Room open 8AM to midnight. "Meet and Greet" starts at 6PM. Note! Important! If you plan on taking the Naval Station Mayport tour, you **MUST** read the short informational document located [HERE](#) or toward the end of this newsletter. Mayport is still in Health Protection Condition "B" with has certain crowd limitations and social distancing rules in place. Sadly, this condition precludes an LCS visit, but I have opened up the request to include either a DDG, a HSM squadron, VUP-19 or a base tour. I am hopeful by August, these rules will be less restrictive and a specific tour will be known soon. We will finish our tour with a lunch at the Ocean Breeze Conference Center.

Friday: Day trip to NAS Jax to visit VP-45/P-8 Tour/Lunch. Alhambra Dinner Tour that evening. Also, starting at 7pm, there will be a "VP in Vietnam" presentation and VP-45 "Era" videos in the Hospitality Room (Open 6pm to midnight). **NOTE:** If you do not possess a Military Retiree ID card or a Common Access Card (CAC), you must contact Spence Cunningham to arrange access to NAS Jacksonville.

Saturday: Business Meeting at 8AM. Hospitality Room open at 9AM; closes at 4PM. Fernandina Beach/Shopping tour 9AM - 3PM. Banquet program starts at 6PM. Hospitality Room open after Banquet until midnight. An encore of the "Era" videos will be shown again at 11am and 2pm.

Sunday: 7AM - 11AM Farewell breakfast. I really look forward to seeing you all in JAX and hearing and telling sea stories and enjoying the bond we share as Pelicans of the World Famous VP-45; still the best Patrol Squadron in the USN!!! My first reunion was Pensacola four years ago and it was a great time!! Register now and save your place for the festivities!

Remember, pitch this to any non-member Pelicans you know and encourage them to come!! Ten bucks gets them the membership that is required to attend!

OK....if you are a straggler and haven't already registered for the reunion, I'll make it easy for you, just.....



SEE YOU IN JACKSONVILLE!!!

Spence Cunningham

awcmspence@comcast.net

(904) 504-3008



SPECIAL OFFER!

by: Bill Hobgood

If you have been checking your email, you have all received a message from Doug Mitchell, our Association President, announcing our newest project: "Pelican Power." This is an artwork project similar to 2011's "Orion's Game."

"Pelican Power" is a collaboration between renowned aviation artist, Pat Cherry and our own WebMaster, Bill Hobgood (me). The Association commissioned Pat to create, in his unique "caricature" style, all five of the aircraft operated by Patrol Squadron Forty-Five since it's beginning in 1942.

Once the aircraft were complete, each with accurate squadron paint and markings, Pat provided high resolution images to Bill and he composed them and added squadron logs, dates operated, a background and additional text. The final composition, shown as



Here is my #4 of 145 "Orion's Game" print in my office. Soon to be joined by "Pelican Power."

if framed, will be printed on high quality art paper and signed by Pat Cherry. Once we determine the number of prints we need, the edition will be "closed out," each print numbered and no more will ever be available. This is a true signed and numbered limited edition print run. Like "Orion's Game" from over a decade ago...order one now or, as my dad use to say: " forever hold your peace."



This is what your "Pelican Power" print might look like framed. The image itself is 16" by 11" and, if framed in the same proportions as shown above, the entire picture with frame would be approximately 21" by 16". For more info click [HERE](#).

Once we have all the pre-orders, we will determine the number of prints to be in the edition and the final cost. The more prints that are ordered, the less each print will cost. Right now it is guaranteed to be less than \$50.00 plus shipping cost in a sturdy art tube.

If you would like to purchase one of these prints for \$50 or less (and have not already done so), go [HERE](#) and, next to your name place an "X". If easier for you, click my email address (hobgood.bill@gmail.com) and tell me to reserve one for you and I will do just that. If you do NOT have access to email, contact Bill via phone at 512-293-2531.

NAVY TRIVIA

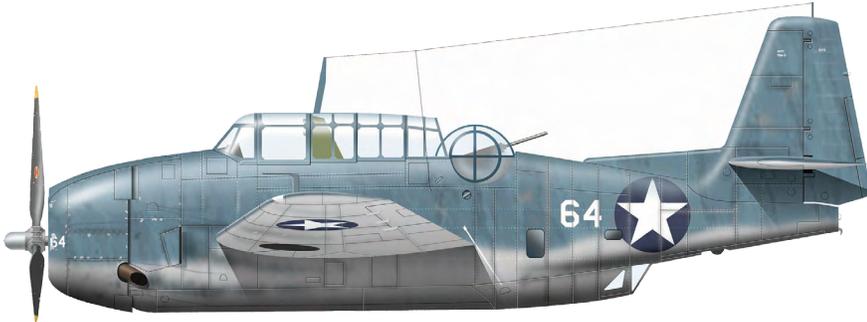
“The Avenger-II”

By: Bill Hobgood

Once upon a time, the Navy had a carrier-based torpedo bomber during WW-II that was named “Avenger.” But this short article is not about that one. It’s about the Avenger II.

Trivia Question: What was the Avenger-II?

From the 1960s going forward, and until the advent of the F/A-18 Hornet, the Navy’s carrier air wings typically had light attack aircraft (A-4 and A-7), medium attack (A-1 and A-6) and heavy attack (A-3 and A-5). An attack squadron’s mission (light, medium or heavy) was based on, you guessed it, how much bomb weight they could carry.



The Navy’s first “Avenger” was this torpedo bomber employed during WW-II.

After Vietnam, the Navy phased out heavy attack aircraft leaving us with the A-7 Corsair and the A-6 Intruder. By the late 80’s, the F/A-18 was replacing the A-7 and the Navy had a plan for replacing the rugged, but old, A-6 Intruder. The plan was the Avenger-II or the A-12.

Design of the A-12 began after signing a \$4.8 billion contract with General Dynamics and McDonnell Douglas in the early 80s. Though, truth be known, the



The workhorse, all-weather A-6 Intruder



Operational in 1983, the F-117 Nighthawk was officially retired in 2008 after 25 years service. What is unique about this aircraft is that it was designated a “fighter” but had no air-to-air weapons.

design looked more like something out of a Buck Rogers comic book...and an aircraft that couldn’t really fly, much less carry a bomb load. But because the USAF already had a “stealth fighter,” the F-117 Nighthawk, the Navy wanted to be stealthy too.

As an aside, I’m wondering why the Air Force called the F-117 Nighthawk a “fighter” when it doesn’t have any (as in zip, zero, nada) weapons for air-to-air combat...a defining characteristic of a fighter, I thought. Then I recalled they sorta did the same thing with the F-105 (a bomber) and the F-111 (another bomber). Word is that the Air Force thought they could attract better personnel if the aircraft was a “fighter” and the drivers could brag: “I’m a “fighter pilot.” Which they really weren’t.

You have to hand it to the Navy as they did no such thing. They proudly gave Avenger II the “A” designation as an aircraft to “attack” ground targets. And ironically,

the A-12 WOULD actually have an air-to-air capability with two

internally stored air-to-air missiles. So the Navy's A-12 would have been the world's first true stealth fighter!

Any-way, the plan was for 858 A-12 aircraft until the Marine Corps (lucky for them) bailed on their 250 planes. First flight was planned for 1990 but this turned out to be a seriously ambitious schedule. By the late 80s both the contractors and the Navy Captain in charge of the project clearly knew the airframe was in trouble and the timeline for first flight would be way off.

Other problems started to surface, such as the plane was big and if two were side by side on adjacent catapults, their wing tips almost touched. Plus it was 18 months behind schedule, substantially overweight and massively over budget.

All along, however, overly protective contractors and Navy project supervisors were telling Navy brass that the project was on-track and progressing smoothly. Navy Brass, perhaps unknowingly, passed that bogus message along to SECNAV and SECNAV briefed Dick Cheney who, at that time was SECDEF. Cheney, in turn, gave glowing project reports to Congress.

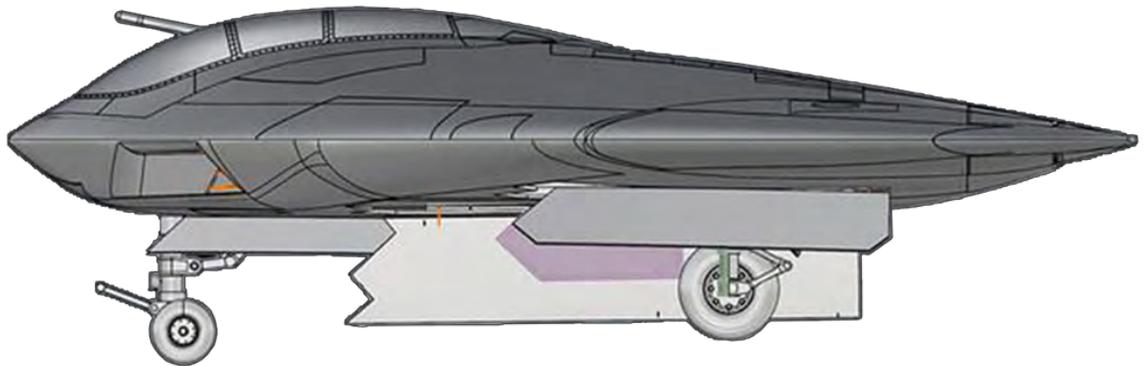
And then the truth leaked. The program was a mess. The "Flying Dorito," as it was dubbed, was designed with wing spars that were not going to be strong enough, had composite skin durability issues, center of gravity problems, wing fold mechanics that didn't

always work and the jet lacked enough thrust to get airborne from most airfields.

Cheney was furious that he had been misinformed and had publicly given Congress bum dope. In January of 1991, in a surprising move, he sacked two admirals and a Captain and cancelled the program. The Secretary's summary execution of the A-12 abruptly ended the saga of a plane that, just six months earlier, enjoyed broad Congressional support and appeared problem-free. The stealthy, carrier-based attack plane had been naval aviation's top priority since 1984 and, in just a few weeks nosedived from preeminence to oblivion.

A report I read said the program failed for three main reasons:

- Navy officials didn't want to endanger the plane by revealing problems.
- Overly optimistic contractors designed an airplane they weren't capable of building.
- Excessive secrecy blanketed the program and, using classification as an excuse, otherwise standard program progression reporting procedures were abandoned.



The stealthy A-12 Avenger II attack aircraft in profile.

Four years later the A-6 Intruder was retired and ten years after that the F-14 Tomcat was retired; leaving the relatively lightweight F/A-18 Hornet to fill all fighter and attack roles in the modern airwing.

So now you know!



FROM THE WEBMASTER

By: Bill Hobgood



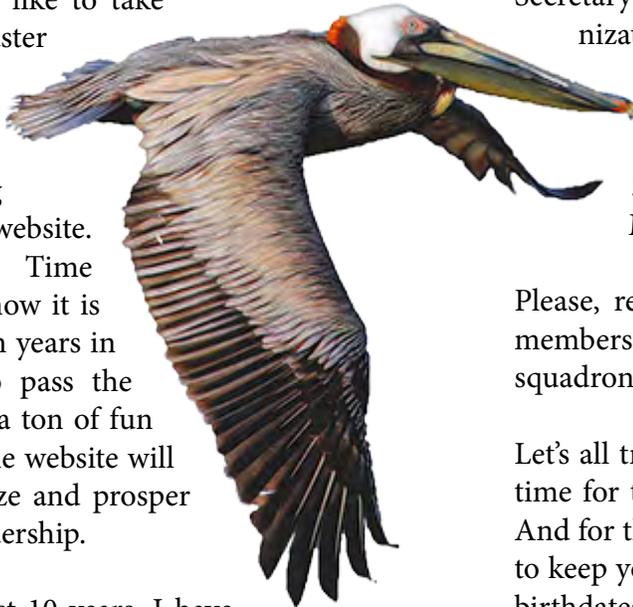
As some of you may know, I will be relinquishing my duties as Web-Master of this fine organization at the next reunion. Someone younger and more talented than I will be taking over if, in fact, you, our membership, will (hopefully) elect him. That fellow is Scott Kelly.

Scott is a perfect choice! He is a master computer whiz at home and teaches college level classes in-computer technology. He also lives in Jacksonville and did his first tour in VP-45 in the 1980s.

In 2011, eleven years ago, while working on the “Orion’s Game” art project, Gene Graham called me and asked if I would like to take over the WebMaster position from Steve Riddle. I told him I knew nothing about running a website. That was then. Time has passed and now it is my turn, after ten years in that position, to pass the reigns. I’ve had a ton of fun and know that the website will continue to amaze and prosper under Scott’s leadership.

Also, over the last 10 years, I have worked with Jack Keane in the production of this amazing “Pelican Post” Newsletter. I’ve asked the other officers if I could continue to do that and we decided that I should run for a new officer position - Newsletter Editor. Please vote for me in August at the next reunion.

Have any questions for me? Please shoot me an email to: hobgood.bill@gmail.com.



SECRETARY’S PODIUM

By: Jack Keane



Greetings fellow Pelicans! As you are all aware, from reading this issue of the Pelican Post and from Pooh Bear’s blast to the membership earlier this winter, we are a go for the next Pelican Reunion in Jacksonville, 17-21 August!!

I, for one, am chomping at the bit to see everyone again! I’m especially looking forward to teaming with Don Stanton Friday evening to present our work on the Vietnam War and Patrol Aviation’s role.

I would like to continue to stress the need to draw new members to our Association. As I said in my Secretary’s Podium in August, many veterans’ organizations have seen a significant reduction in membership since the start of the pandemic. We are hanging at about 470 members, down from approximately 515 (9%) at the start of the pandemic in March 2020.

Please, reach out to former Pelicans who are not members and strongly urge them to join – especially squadron members from the 1990s to the present.

Let’s all try to bring in at least one new member in time for them to join us in Jacksonville in August. And for those of you who are members, don’t forget to keep your dues current and provide us with your birthdates so that we can verify lifetime membership when the time comes.

Looking forward to an outstanding reunion with “The World Class Pelicans”!

Have any concern, question, remark or any comment appropriate for our Mail Bag?” If so, Click [HERE](#)



SEA STORIES

A Selection From Our Website “Sea Story” Page

The FB-218 Navigation Device

By: Bill Hobgood

Back in the 60’s and 70’s, student Naval Flight Officers heading to VP squadrons finished up their final segment of training at Advanced Navigation School at NAS Corpus Christi, Texas. Once they graduated they received their wings; but before reporting to their squadron, they still had six months of training at FAETULANT/PAC (classroom ASW training) and then the P-3 RAG - VP-30 or VP-31. In those days, student pilots also went through a similar, though somewhat shortened, navigation course.

But back to Corpus Christi. The advanced nav training squadron was VT-29 where I reported-in in late June 1970. Advanced Nav training was mostly concentrated on celestial navigation but we were also exposed to LORAN, Polar Grid Nav, Pressure Pattern Nav, DR and another type of strange navigation I cannot remember. This was well before Inertial Nav systems, Omega and GPS. In fact, GPS has pretty much made all other overwater navigation methods obsolete. But I digress.

The Summer of 1970 the Navy was “RIFing” (RIF = Reduction In Force) many pilot and NFO students due to the winding down of the Vietnam war. Some students, with just weeks left before winging, were given their “pink slips” and sent home with obligated service fulfilled. Accordingly, the classes were small.

The class of student NFOs I was in was merely six students and all but one of us lived in the BOQ. As a result, we spent a lot of time together and became quite close. Dick “Mac” McIntosh and I became really good friends and

had BOQ rooms next to each other.

One day I entered Mac’s room and he was playing with one of those paddles with a ping-pong size rubber ball attached to the paddle with a stretchy rubber string. See the picture. It was called a “Fli-Back.” Bet we have all seen these toys and know what you do with them. Anyway, Mac was banging that ball back and forth with a big smile on his face. I tried it. We soon were taking turns and counting the number of whacks we could get in a row before a miss...trying to out-do each other. Clearly an exercise in dexterous talent that would somehow aid us in navigation accuracy. In fact, since it was now a “training device,” we named it the “FB-218.”

I wanted my own and bought one. Soon, anyone walking by one of our rooms would hear the constant WACK-WACK-WACK-WACK-WACK-WACK of two high-speed FB-218s and two 22 year old voices counting: “...237, 238, 239...” Life was good!



The Fli-Back circa 1970. Redesignated a Navigation Training Device that year as the AN/FB-218.



The Training Squadron TWENTY-NINE logo in the late 1960s until disestablishment in 1976.

Every class seemed to have a student who only had one oar in the water. We called ours “Roger Ramjet,” after the 1960’s bumbling super-hero. Roger couldn’t get out of his own way. On one of our long range navigation training flights, four of us got together and decided to mess with Roger. It was a daylight nav flight using only sextant-shot sun-lines and the drift meter for navigation aboard a C-117 “Flying Classroom.”

The drift meter was an optical device (like a small telescope) used



The author (stooping center) with three of his classmates on 18 September, 1970...the morning of the day they received their wings. "Mac" McIntosh is standing far right. Roger Ramjet is missing in action.

to improve dead reckoning navigation by measuring wind effect on flight. It poked out the bottom of the aircraft and you would look through it at the surface of the ocean to determine (via a rotatable grid) which way and by how much (in degrees) the plane was being pushed by the wind. By flying a "wind-star," which is measuring drift on three different headings, you could determine actual wind direction and speed.

Mac McIntosh was the "Lead Navigator" on this flight so his navigation decisions were what the instructor pilots followed, although we all kept separate nav logs. When taking a drift reading, all students would call out their determination of drift in degrees and the lead nav would average them. If drift was more than 2 degrees different from the previous 20 minute reading, you had to "drop a DR" on the chart and this required a full line nav log entry (a pain) and the flying of a wind-star (a bigger pain) to recalculate the wind.

If workable and not too obvious, the lead nav would sometimes "bias" the average reading to a drift rate that would NOT require dropping a DR...negating a long nav log entry. So, Mac is Lead Nav and we all called out our observed drift readings...sounded something

like this on the ICS: "2 deg right, Mac;" "I've got 1 deg left;" "3 deg right for me;" "I agree with Roger at 2 deg right."

Then this discourse followed (we all had planned in advance this except didn't tell Roger):

Mac: OK...let me compensate those drift calls with the FB-218 reading...standby.

Mac: Alright...the FB-218 says the actual drift rate is 1 deg left....no need to drop a DR.

Ramjet: Really...but the average should be more like 2 deg right? Right?

Mac: I'm Lead Nav, Roger and I've got the FB-218 and it computed 1 deg left and we are going with that.

Me: That's what they said in class, Roger...to go with the FB-218 when the calculated average wake drift was commensurate with the forecast of predicted winds at transit altitude minus the actual forecast drift sideslip angle at sea level.

Jim: That's what I remember.

Albert: Yeah....me too!

Ramjet: What's an FB-218?

Mac: Dammit, Roger, you need to pay attention in class....now get ready for that next sun shot.



A VT-29 C-117, call sign "Three Charlie One Four," heads south for the Gulf of Mexico for an overwater navigation training flight. Instructor pilots in the squadron loved flying these old "tail draggers."

It was so easy to have fun when young. And, compared to now...time went by so slowly then. I suspect that is because in your early 20's, you are learning and experiencing new stuff every day. Life was good! And I got orders to VP-45!

ALUMNI NEWS

This section can contain just about anything that deals with our members and their activities by themselves or with other members. The Editor might choose to publish your input in the "Mailbag" instead of here. Regardless, don't be shy...tell us what you are doing and include pictures!! Ed.

70's Era Mini-Reunion in Cabo.

In early December The **Central Western Pacific Patrol Blue Panel Task Force (CWPPBPTF)** commissioned five early 1970's-era Pelicans to determine feasibility of a new Patrol Recon Force deployment/detachment location in Cabo San Lucas, Baja, Mexico. The Commission spent a full five days examining every facet of this location and later filed an exhaustive report. So that potential spies would be prohibited from monitoring their secret discussions, the Commission spent a good deal of the time "masked up."

Now declassified, the commissioned determined that this location was only suitable for very mature

Pelicans who would not be distracted from their duties by entirely too much alcohol, copious helpings of "all inclusive" fare, stunning pools and gorgeous weather. Accordingly, they deemed it entirely unsuitable for active duty Pelicans. They suggested re-opening Adak as an alternative.

While in VP-45 from 1971 to 1974, Bill and Fred were TACCOs, Wally was a pilot and Rich was the Air Intelligence Officer.

A Member's Daughter Commissioned.

Ensign Sophia LaBella graduated from Officer Candidate School 17 December designated as a Surface Warfare Officer assigned to the USS *McCampbell*, DDG-85 in Everett, WA. Ensign LaBella is a 2020 graduate of University of Alabama (Roll Tide) with a degree in Human Environmental Science. Sophia was



ENS Sophia LaBella, with her father Al LaBella.

com -

missioned by her father, Army Lieutenant Colonel (Ret), and former Sensor Station Three Operator on CAC-12 from 1984-88, Al LaBella. Al, an Association member, will be running for the office of Secretary during the August reunion elections.

Williamsburg Mini-Reunion.

Tom Rau sent some photos from his trip to Richmond to attend a Pelican mini-reunion in Williamsburg that took place 17-26 October. In addition to Tom, in attendance were Ken and Donna App, Rick and Patty Barbour, Dave and Carol Bennett, Les and Jane Carl, Bob and Marilyn Colvert, Ray and Diana Figueras, Doug



The 2021 CWPPBPTF from L to R: Rich and Bonnie Jones, Eileen and Wally Brians, Judy and Fred Haynes and Becky and Bill Hobgood. Note that Jim Clabby and Shelley Wilmot had to cancel at the last moment due to potential COVID exposure but later were negative. All Commission members tested negative before and during this visit/mini-reunion.



L-R: Chuck Stivers and Tom Rau



L-R: Tom Rau and Mike "Molle" Olenick

and Susan Horsman, Ron and Debbie Loveless, Dave "Monty" and Deena Montgomery, Mike and Brenda Olenick, and Dave and Martha Spisso. At the end of the mini-reunion, Tom shot over to Elkins, WV to visit with Chuck and Jeannie Stivers. Chuck flew as senior FE with Tom and Monty Montgomery and was the Maintenance Control Master Chief in VP-45 during the 80s.

Another Jack Keane Ski Trip.

While he didn't make it to Tahoe this year, Jack Keane was able to get in two weeks in Vermont in January with two VMI classmates, Dennis Jacobs, and Rob Robinson. The three managed to get in ten days on the slopes between Mount Snow, Okemo, Mount Sunapee (NH), and Stowe. They were joined by another classmate, Dennis Maguire, for lunch at the Deerfield Inn in Old Deerfield, MA.



VMI Mini-Reunion: L-R: Dennis Maguire, Rob Robinson, Jack Keane, and Dennis Jacobs ... all VMI class of '80.



Hey, Doc!!

Your Pelican Buddies want to know what the heck you've been up to!

Tell 'em by shooting an email to the Newsletter editor. All ya gotta do is...

CLICK HERE



AT THE TOP



CDR Stephen “Angry” Bruner, a native of Saint Petersburg, Florida, is the new and current Executive Officer of Patrol Squadron FORTY-FIVE.

He is a 2006 graduate of Florida State University and following flight training, earned his wings of gold as a naval aviator in 2008. Bruner’s first operational assignment was with Patrol Squadron TEN in Brunswick, Maine. While there, he completed deployments to U.S. 5th and 6th Fleet areas of responsibility in support of Operations Enduring Freedom and Iraqi Freedom, and relocated, with the entire squadron, to Naval Air Station Jacksonville, Florida, following the squadron’s homeport shift in 2010. He qualified as an instructor pilot, mission commander and special mission commander while serving as logs and records officer, quality assurance officer and pilot training officer.

Bruner completed his first shore tour from 2012 to 2015 aboard VP-30 in Jacksonville, Florida as a fleet replacement squadron (FRS) instructor pilot. There he transitioned from the P-3 to qualify in the new P-8A Poseidon aircraft while serving as the fleet integration and projects lead pilot, NATOPS lead pilot evaluator, and FRS pilot training officer. His additional duties included staff instructor under training

instructor (FRS IUT-I) and Maritime Patrol and Reconnaissance Weapons School fleet IUT instructor. During this tour, he completed his master’s in business administration with a focus on Defense Finance and Acquisitions.

Following shore duty, he was up for his “disassociated” sea tour and received orders to, and as assistant navigator aboard, the Forward Deployed Naval Force (FDFNF) carriers USS *George Washington* (CVN 73) and, later, USS *Ronald Reagan* (CVN 76) in Yokosuka, Japan. While forward-deployed, he executed the Task Force 70 FDFNF carrier hull swap and completed five 7th Fleet patrols. He qualified as Command Duty Officer (Underway) and Officer of the Deck (Underway) and was recognized as the Pacific Fleet Ship-Handler of the Year for 2016.

Bruner completed his operational department head tour at NAS Whidbey Island, Washington with Patrol Squadron FORTY-SEVEN where he served as safety/NATOPS officer, training officer, and operations officer. During his tour, they completed aircraft transition training and the squadron’s first operational deployment in the P-8A Poseidon. Following his department head tour, he was assigned to the Chief of Naval Operations staff as deputy executive assistant to Director, Air Warfare, OPNAV N98. He was selected for operational command and ordered to report as executive officer of VP-45 in Spring 2021.

He has received various unit, campaign awards, and personal decorations.



CDR Bruner (then a LCDR) was Asst Navigator aboard USS *George Washington* (CVN-73), based in Japan, until the forward deployed crew switched to this ship, The USS *Ronald Reagan* (CVN-76) in 2015.

SQUADRON & COMMUNITY NEWS

Patrol Squadron 45 Visits Bangor, Maine for Cold Weather Ops Training

by: SN Thomas Higgins, Patrol Squadron 45 Public Affairs

VP-45 traveled to Bangor, Maine in early February 2022 to carry out cold weather operations in preparation for future operations. Daytime temperatures reaching 15 degrees Fahrenheit presented a unique set of challenges not normally experienced in Jacksonville. Simple actions such as traveling to the aircraft and basic airport services required more planning and preparation. Traveling to Bangor also allowed for the opportunity to meet with a local NROTC unit.

Upon arriving, VP-45 was met by CDR Glenn



VP-45 Jax aircrewmembers experience Bangor weather.

Pierce, the Executive Officer of NROTC Unit Maine Maritime Academy and approximately 15 midshipmen. “It is a great privilege for us to be able to speak with fleet aviators about their careers and for the midshipmen to learn from those on the front lines,” said CDR Pierce. The VP-45 crew, a mix of Aviators, Naval Flight Officers, and Electronic Warfare Operators spoke with the midshipmen about the MPRA community and the path to each of their respective roles. Many of the midshipmen were already slated for certain careers such as Midshipmen McCarthy, who said, “I am Surface Warfare (SWO) so it’s such a unique opportunity to be able to see another aspect of the Navy”.

LT Hardin, a VP-45 aviator who organized the operation, commented, “This journey into the cold has

allowed us to better understand the nuances and planning that will be required of us. It is important to practice how we fight so that when we are called upon, we are ready and prepared to execute the mission with the effectiveness and competency that this country demands.”

Patrol Squadron 45 Completes Indo-Pacific Deployment

by Lt.j.g. Kyle Hering

In early October, 2021, “The World Famous Pelicans” of VP-45 returned to NAS Jacksonville, following a six-month deployment to the 7th Fleet area of operations. VP-45, now consisting of 304 personnel and seven P-8A Poseidon aircraft, deployed to Kadena Air Base, Japan in May 2021 and assumed command of Task Group 72.2, which is responsible for conducting Anti-Submarine Warfare, Theatre Security Cooperation, and Intelligence, Surveillance, Reconnaissance operations in 7th Fleet.

The deployment was led by the squadron’s Commanding Officer, CDR Charles Larwood and CDR Seth Eisenmenger, the executive officer at the time, who ‘fleeted up’ to CO during the deployment.

Throughout the entirety of its deployment, VP-45 continued to execute missions that were critical to America and its allies’ interests. This included con-



AWO1 Jerry Schatz, of VP-45, reunites with his wife Crystal and 18-month-old daughter Kingsley after returning home from a six-month deployment, Oct. 4.

ducting 52 live weapon carriers, dropping 4,250 sonobuoys, and receiving over 1.5 million pounds of gas in air-to-air refueling. Operating out of nine different detachment sites required a dedicated maintenance department. VP-45's pivotal role in 7th Fleet could not be accomplished without the 88,844 maintenance hours from 164 Sailors who worked endlessly to ensure the aircrews were able to accomplish missions on station.

Australia Accuses China of Shining Laser at Warplane

BBC News

The Australian defense ministry has accused a Chinese navy ship of shining a "military grade" laser towards one of its warplanes. The Chinese vessel was sailing in the Arafura Sea off northern Australia when the incident happened on 17 February. "Acts like this have the potential to endanger lives. We strongly condemn unprofessional and unsafe military conduct," the ministry said. The Chinese authorities have yet to comment.

A statement from the Australian department of defense said the plane targeted was a Boeing P-8A Poseidon. It said the ship was one of two Chinese Navy vessels sailing east in the Arafura Sea before passing through the Torres Strait between Australia and Papua New Guinea, and into the Coral Sea.



The Australian government released images of the ship it said the laser came from, which was one of two Chinese Navy ships sailing together.

South Korea's First P-8A MPA Breaks Cover

Navalnews.com

On February 3rd, Boeing released a video of the P-8A for the ROK Navy, which was captured at its



The first South Korean P-8A is a Boeing hangar prior to delivery.

factory in Washington state. Six P-8As are expected to be delivered to the Korean Navy from this summer to 2023, after it was chosen as the next multi-mission maritime aircraft and the US State Department approved FMS (Foreign Military Sales) of six P-8As to South Korea in September 2018 for an estimated 2.1 billion USD.

The ROK Navy has already established the 6th Air Wing's maritime patrol aircraft squadron 61. Once the ROK Navy receives the new six P-8A aircraft from Boeing, the ROK Navy will have a total of 22 operable maritime patrol aircraft, including the eight P-3Cs and eight P-3CKs currently in service. In 2030, these P-3Cs and P-3CKs will be replaced by new aircraft.

British P-8 Poseidon Aircraft Take Part in Mediterranean Exercise

Ukdefencejournal.org.uk

Exercise Dynamic Manta 22 is the first time British P-8 Poseidon maritime patrol aircraft have conducted anti-submarine & anti-surface operations from an overseas operating location. NATO's Dynamic Manta exercise, held annually in the Mediterranean Sea, allows NATO to practice Anti-Submarine Warfare skills. This year's exercise was conducted in the vicinity of Sicily, Italy from 21 February to 4 March 2021, with Italy as the host nation.

Ships, submarines, as well as aircraft and personnel from nine Allied nations converged in the Central Mediterranean Sea for anti-submarine warfare and anti-surface warfare training. Submarines from France, Greece, and Italy joined surface ships from Canada, France, Greece, Italy, Spain, Turkey, U.K., and the U.S. for the exercise.

As the host nation, Italy provided support in the Catania, Augusta and Syracuse harbor, naval heli-



RAF P-8 aircraft on deck in Sigonella as Mount Etna erupts in the background.

copter base in Catania, Naval Air Station Sigonella, Trapani Air Base as well as logistical support (refueling operations, medical assistance, and personnel accommodation) from Augusta naval base.

Maritime patrol aircraft from Canada, France, Germany, Greece, Italy, U.K. and the U.S. supported the simulated, multi-threat environment during the exercise.”

Russian Jets Endanger US Surveillance Planes in Close Call Over the Mediterranean, Navy Says

[Navytimes.com](https://www.navytimes.com)

Three U.S. P-8A Poseidon surveillance aircraft flying over the Mediterranean Sea encountered “unprofessional intercepts” from Russian aircraft during February 2022, according to the Navy.

“We can confirm that over the course of last week-



Two Russian Su-35 aircraft unsafely intercept a P-8A Poseidon patrol aircraft over the Mediterranean Sea in April 2020. (Navy)

end, three U.S. Navy P-8A aircraft experienced unprofessional intercepts by Russian aircraft,” said Navy Capt. Mike Kafka, director of Defense Press Operations, in a statement Wednesday. “The U.S. flight crews were flying in international airspace over the Mediterranean Sea at the time of these intercepts. We have made our concerns known to Russian officials through diplomatic channels. While no one was hurt, interactions such as these could result in miscalculations and mistakes that lead to more dangerous outcomes,” Kafka said. “The US will continue to operate safely, professionally and consistent with international law in international waters and airspace. We expect Russia to do the same.”

Navy’s New Triton Drone Getting Close to Taking Over for Older Drones

[Military.com](https://www.military.com)

The Navy’s new MQ-4C Triton drones hit a new development milestone last week. CAPT Dan Mackin, the naval program manager for the Triton program, said that a new configuration of the drone, loaded with more sensors, had its first flight on 29 July 2021 over Southern Maryland. The drone’s newly installed cameras and signals intelligence collection systems “are performing better than expected at this point,” Mackin said at a press conference at the annual Sea Air Space conference today.

For more info, click [HERE](#).



A U.S. Navy MQ-4C Triton unmanned aircraft system prepares to land at Naval Air Station Patuxent River, Md., Sept. 18, 2014, after completing a cross-country flight from California.

MAILBAG

Hey Jack!

Jack, I was told that you would do this so I would like to ask you to include this letter about Art Pearson a VP 45 alumnus who passed away this week. Art served in VP-45 during the Korean conflict. He was an AT2 I believe. Art was a special friend and I am sure his service was appreciated.

Ed's Note: Art's nice letter has been included in Art Pearson's obituary in the "In Memoriam" section of this newsletter.

Hey Jack!

GREAT article on ENS Tepuni!! Also, the Pelican Post is a superb magazine!! Very well done.

Dick Brooks, RADM, USN (Ret.)

Editor's Note: LCDR William Tepuni was selected by the MPA membership for induction in the MPA Hall of Honor, date TBD. We included his story as the feature article in the March 2021 Newsletter.

Hey Bill and Jack!

Yesterday, I received the attached musical effort from Judy Brewer, widow of my Crew 30 Tacco, Bill Brewer, who left us 4-5 years ago. She thought Bill and I might have collaborated on the lyrics, since we made music together back then after purchasing identical Ranger 12-strings on the 1970-71 Sig deployment. However, I have no recollection of this creative work, so I believe someone else was the author. But it's definitely from that era, be-



Cover of our last Newsletter.
(Click it to read it).

cause Steve McArdle is mentioned as C.O. and Bill Pendley as ops officer. At any rate, I can think of no better repository for this item than the pages of the Pelican Post. If someone claims to be the lyricist, I will be happy to send him the original.

Bob Kidd

A Page from the Pelican Songbook (Sung to the tune of McNamara's Band)

*Oh his name is Capt
McArdle he's
the leader
of our band
And we've got the reputation of one hell of a fine command,
We work all day and some people think we raise a little Cain
But if they were operational then they could do the same.*

(Chorus)

*Oh the OPCON hums and the typewriters drum
And there's mountains of paper to face,
The Maintenance boys use all the ploys
To meet the OPTAR pace,
And Pendley's friendlies hustle and bustle to get a schedule planned
A credit to the Pelican is ol' McArdle's Band.*

*We fly our tired airplanes to find some submarines
We know that they are out there 'cause it says so on the greens,
And when we finally find one old Jezebels our boy
Until the ASCAC puts it down as once again "no joy".*

(Chorus again)

*Oh the fella's on the Hanger deck are working round the clock
The Warrant's led by Mr. "B" are looking after the flock,
We have a reason to be proud of our pounders of the ground
At work and intermural games there's none better to be found.*



(Chorus)

*You may have heard the rumor that at times we make
some waves
But everyone knows the best of boys often misbe-
haves,
It ain't no use in shutting up when you think some-
thing's amiss
But it sometimes shakes the big boys up by telling it
like it is*

(Chorus)

*And as we search the future to see what we must do
We have to plan for ORE and a surprise Admat or
two,
And Natops or some weapons loads we certainly
could hack
But one thing we're not prepared for is a Christmas
home in Jax.*

(Chorus)

*So if you are a lifer or just putting in your time
And have to spend some time et sea although it's not
sublime,
The other choices you could make, they really aren't
so grand
So thank you're Lucky Stars that you're in McArdle's*

(Chorus)

Hey Jack!

I just received notice that Dennis R. Trampe recent-ly passed away but there is, as yet, no obituary or death notice published.

In the event I don't get any more info, let me just say this about him:

He was very good friend and squadron mate from the mid-50's, and Dennis passed away sometime this Fall. Dennis was an AT and crewmember in VP-45 when we were at N. S. Coco Solo in Panama. He joined the Association in 1991 and last attended a reunion in San Diego. He left the Navy in 1955 for school and became a Doctor of Dentistry in Still-

water, MN.

Dennis also traveled again from his home to Alpine, California, when a group of squadron mates presented me with a P5M model at a surprise dinner to thank me for finding them and inviting them to become members of our Association. That was back when the Internet searches were free and, as Secretary, I was able to find many ex-Pelicans and tell them about our new Association.

I remember one story Dennis told me that exemplified the kind of person he was: One Saturday, while he was in a store shopping, he noticed a lady with a crying child. He stopped to ask if the little girl was OK and was told she had a bad toothache but all the dentists were not open on Saturday so Mom was looking for some pain medicine. Dennis told her he had a better solution and took them to his office, opened it up, and took care of the girl's toothache, no charge. As they left, the little girl gave Dennis a big hug and said, "Thank you, Grandpa." Dennis said it was one of the best rewards he ever had. I'll miss him.



Dennis Trampe

Charley Caldwell

Hey Jack!

Got this from my old flying partner. It is the most complete list I have ever seen. Thought you might be able to use it in some fashion for our newsletter. It is a bit long for one newsletter, but perhaps you could piece it out over a couple of newsletters. We might even have some of our members be able to expand the list with some that they know but are not presently included. I am copying Bill Hobgood for his info that he may have other ideas on how we could use it on the Webpage.

Have a great fall and winter. Judy and I sold our home in NC, and we are moving into our RV. We will be TDY through the fall and winter. So, until we find a new home port, we are using our daughter's address:

Fred and Judy Haynes
c/o Kim Kennedy,
2244 Caramoor Lane,
Raleigh NC. 27614.

Have a great fall and winter. Looking forward to our next reunion, whenever we get this COVID thing figured out! BTW, really-great newsletter again! Thanks for all you do!

Fred Haynes

Editor's Note: The list of Navy slang is on our website [HERE](#). Scroll down to the blue table and select "Navy Slang Dicctionary."

Hey, Jack!

We lost another Pelican, Joe Brown. Do you suppose you can get this obit into the next issue? I was a bit reluctant to do it in this manner, but I think it reflects exactly who Joe was. This has started out to be a bad year, first it was Art Pearson and now Joe Brown.

This is not been a very good spring. In the early part of the year, I lost one of my very best friends, Art Pearson, an old navy buddy that was with me for two of my navy years.

Well it happened again. Joe Brown's son Eric called me last evening to let me know that his father had passed. Joe had multiple problems and it seems that kidney/liver failure did him in. He passed peacefully in his sleep. He often said that when he left us, he preferred to go in his sleep. Well we know Joe was a champion planner and he left exactly as he said he would. I knew Joe briefly while in the Navy. He was not a really close friend.

When I returned to Denver, some 50 years after leaving the navy, we picked up and became the very best of friends. Joe was one of the people that gave me the

support that I needed to make my move to Denver a very comfortable move.

After about a year, Joe sold his home and purchased a condo here in Heather Gardens. His condo is in the same building that I live in. His unit is three floors above me. In his jocular manner, he referred to his place as "the penthouse" and of course he liked to let me know that anyone three floors below was clearly to be avoided and perhaps, should avert their eyes when he walked by.

Joe had some personal dislikes. The one that really bothered him was jury duty. It seems that the courts believe that old-timers have very little to do and are a very good choice for that job. Joe tried every trick in his book to avoid jury duty:

He tried each of the following excuses:

1. I cannot hear well.
2. I do not see well.
3. I cannot drive.
4. I have a doctor's appointment.
5. I am sick with a new strain of "COVID."
6. Or the pre-judicial approach. "If he was arrested he must have done it."

Joe left us about four thirty on the afternoon of March 7. His son Eric was with him when he left. After Eric left the hospital and came home, he stopped to check the mail on his way to Joe's penthouse.

I'm sure Joe (wherever he went), knew what was going to happen and it would have given Joe a real reason to leave with a smile. He had finally perfected the perfect excuse for avoiding his latest summons for jury duty that came in the mail the afternoon he passed...

Joe you were a good man. We're all going to miss you.

[Click Here to Send a "Mail Bag" Letter to:](#)

"Hey Jack!"

TREASURER'S TWO CENTS



Fellow Pelicans:

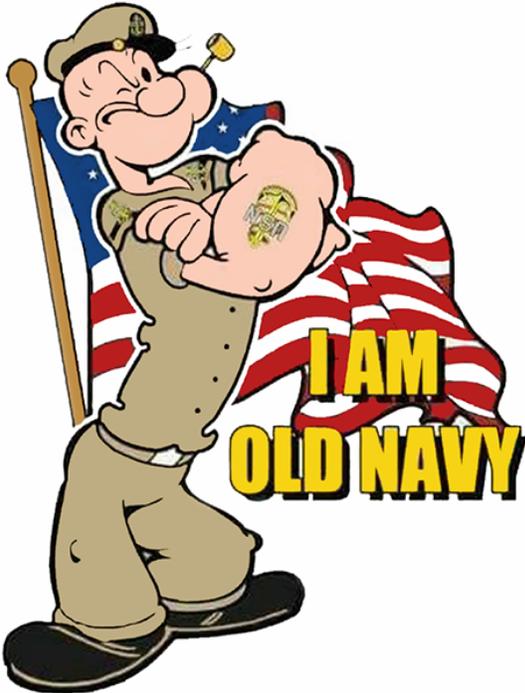
Outstanding dues are down to just handful of shipmates. Most have responded immediately when notified that their dues were overdue. Keep in mind

that you can save money in the long run (and not have to pay as often) if you just send in \$40.00 for five years or, if you are young enough, \$200.00 for a life membership.

If you have Pelican shipmates you are in touch with who are not members, get them to JOIN!! The best way to get them started is getting them to a reunion!

Michael Riley
AOC, USN (Ret.)
Association Treasurer

PATRON FOUR FIVE ASSOCIATION TREASURER'S FINANCIAL REPORT		
All Funds	01 Jan 2022	\$27,463.45
Income:		
Dues	\$1,078.92	
Interest	4.45	
Misc/Refunds	-10.00	
Total Income	\$1,073.37	
Expenses:		
Printing/Postage	\$223.36	
2022 Reunion Exp	777.23	
Misc	0.00	
Website Fees	311.15	
Total Expenses	\$1,311.84	
Net Income		-\$238.47
Total Cash Assets	05 Mar 2022	\$27,224.98



I LOVE MY VP-45 SHIPMATES!

THEY WANT TO SEE ME!

I WILL NOT DISAPPOINT THEM!

I WILL SIGN UP FOR THE REUNION!

RIGHT NOW!!

CLICK ON POPEYE TO SIGN UP!

BACK IN THE DAY

The Genesis of NATOPS

by: Jack Keane

We've all been there – studied NATOPS, taken our annual check-rides and examinations. But what was the reason for the Navy's adoption of the Naval Air Training and Operating Procedures Standardization (NATOPS) program?

Looking at mishap rates as far back as 1950, together that year the Navy and Marine Corps lost aircraft at a rate of 54 major mishaps per 10,000 flight hours. Most mishaps occurred within the TACAIR communities. Introductions of new technologies such as the angled deck aboard aircraft carriers in 1954 played a role in reducing the number of aircraft accidents but, certainly, more could be done across all of naval aviation.

What was determined to be the root cause of this mishap rate? At the time, squadron commanding officers set the procedures by which aircraft under their command would be flown, armed, and maintained. Sister squadrons in the same hangar or aboard the same ship, flying the same type, model, and series aircraft

of Naval Operations (Air), several standardization programs were established to try and reverse this



During WW-II and through the 1950s, Squadron CO's, were solely responsible for operating, maintenance and flying procedures employed within their squadrons.

trend. The first such program was the Naval Aviation Maintenance Program (NAMP) which was established in 1959. Prior to the NAMP, aircraft maintenance practices were completely non-standardized across both the Navy and Marine Corps.

The second standardization initiative began in 1961 with the introduction of the fleet replacement squadron (FRS) program. Prior to the FRS concept, qualified pilots, observers, and aircrew transitioning to a new aircraft were essentially told how to start it, and then sent to go fly.



often would follow different procedures. Clearly there was no standardization for the operation of aircraft.

In the late 1950s and early 1960s, under the cognizance of VADM Robert B. Pirie, USN, Deputy Chief

The final major standardization initiative put in place was the NATOPS program, formally launched in July 1961. A standardization advisory board that reported to DCNO (Air) was established to monitor the program and supervise the preparation and publication of NATOPS manuals for each type of aircraft. Standardization coordinators were assigned to major command headquarters (i.e., AirLant, AirPac, Air Fleet Marine Force, Atlantic and Pacific, and the Naval Air Training Command), and standardization evaluators for

each model aircraft were assigned to each FRS. Each operational squadron appointed a Standardization Instructor to administer the squadron NATOPS program and administer annual NATOPS evaluations.

By the end of the summer of 1961, the first NATOPS manuals hit the fleet with patrol squadrons receiving their manuals in March 1962... just prior to the introduction of the P-3A.

In January 1962, a four-day NATOPS conference was held at NAS New Orleans to review the progress of the NATOPS program. RADM Franklin A. Brandley, ACNO (Air) kicked off the conference, attended by 135 Navy and Marine Corps aviators, NATOPS personnel, and civilian representatives from the various aircraft manufacturers. A special guest at the conference was Colonel Thomas D. Robertson, USAF, who presented a comparison review of the Tactical Air Command (TAC) standardization program. The bulk of active duty attendees were at the O-3/O-4 level.

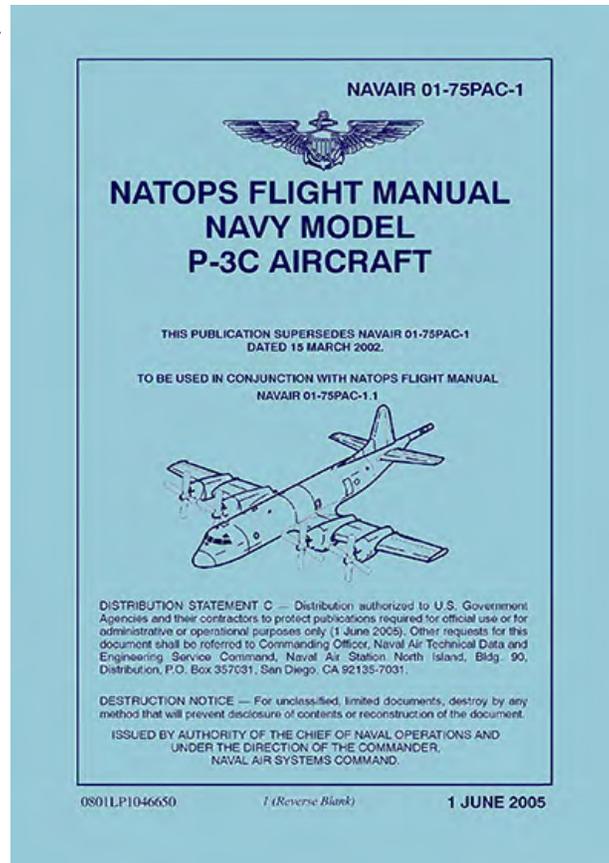
As one would imagine, upon introduction to the fleet, NATOPS wasn't accepted by everyone. While NATOPS might reduce the accident rate, some aviators felt that the general use of standardized procedures would curtail their ability to deal flexibly with emergencies and combat situations. Many aviators of the day were independent-minded and felt the new program stifled individuality and, more important, would result in an authoritarian system whereby dogma would be directed downward with no inputs accepted by fleet aviators. *NATOPS Sense*, a NAVWEPS publication which appeared in the early 1960s addressed those concerns this way, "History shows that the SOP system works. It shows that loners end up dead." The NATOPS program in its very nature was established to incorporate lessons learned from these very same aviators who resisted the change to standardized practices and procedures.

Still, the system had its proponents. In a 1964 USNI *Proceedings* article, the author, LT John F. Lamers, USN, pointed out that military aviation, and Naval Aviation in particular, had seen the most rapid progression of

technologies – in both the platform and weaponry employed. Such a progression made such standardizations inevitable. He pointed out that by the very nature of aviation, aircrew are dependent on the work of others to maintain and arm the aircraft, provide for safe flight via navigational aids and air traffic controllers, and maintain the facilities and all the infrastructure associated with aviation. Such a culture was screaming for standardization. Additionally, aircrew qualification and migration across squadrons and squadrons between ships, could not exist without complete standardization across the naval aviation enterprise.

Over time, the NATOPS program was accepted by naval aviators. It was hard to deny the program's success in reducing the aircraft accident rate. By the end of 1961 the accident rate had dropped from 54 major mishaps out of 10,000 flight hours in 1950, to 19 major mishaps per 10,000 flight hours at the end of 1961. By 1970, that rate had dropped to nine major mishaps and today, the overall mishap rate is under two major mishaps per 10,000 flight hours.

For those interested, we have uploaded the P-3 Pilot and NFO/Aircrew NATOPS to our website [HERE](#).



Affectionately known through the squadron as "The Blue Sleeping Pill," all flight crew members had their own copy.





1940s

John Albert Simmons, 91, passed away on August 10, 2018 in The Woodlands, Texas. He was born on October 22, 1926 in Tampa, Florida.

1950s

Arthur (Art) Edward Pearson, age 89 died peacefully in the early morning hours of Wednesday January 12th at Lancaster General Hospital surrounded by family. Born in Englewood, New Jersey on July 27, 1932, to the late Edward F. Pearson and Alice V. Johnson Pearson. He was married to his wife Gayle for 57 years. Art was a long-time resident of Randolph, NJ before spending his last 2 years in Lancaster, PA.



Art Pearson

A Korean War veteran, Art served honorably in the Navy. He was a sailor aboard the USS *Lake Champlain* and was subsequently an Aviation Electronics Technician aboard a P5M sea plane attached to the VP45 squadron. A 1958 graduate from Wooster College in Ohio he went on to have a lengthy career in business and was the President of his own management consulting company. He is survived by his wife, Gayle Pearson, son Ian Pearson, daughter Kari Timothy, two grandsons Quinn and Kieran, brother Donald Pearson, brother Edward Pearson and sister Lois Griffith.

Below is a tribute to Art Pearson From VP-45 ship-mate Harry Mendelson

Hi Art!

It seems that my pen no longer has any sympathy for my old brains, my old memories, my old feelings or

just being old.

Every future birthday that I expect to have, if I last that long will have the number “9” as it’s first, second or both digits. If I run out of “9’s”... WELL, OK!

Art, any sympathy that I have for myself we were always able to share. You were a listener, honest, polite and never in my association with you did you ever throw a nasty comment at anyone for any reason.

Our friendship began while we were serving in Coco Solo. We lost touch after being discharged. Forty years later, we found each other and now, your gone, this time for good.

But wait, you spoke to me the night before you went and told me you made a decision. I didn’t like your decision, but you knew what you had to do. I would never try to change your mind, although I am sure you would listen, consider, and most likely do what you felt you had to do as long as those you loved understood your personal pain.

Art, you had to follow your star.

We were given a charter when we arrived, that charter is a prize for living and we are allowed to select which road we want to follow. Yours was to do no harm, to be a best friend, to be honest, and make your word your personal bond for those things you could control.

We have the gift of life only for the time we are given. That gift can be revoked by the powers that gave it to us. Or in this case, if that gift is too painful, your choice was to amend that gift and return it to your keeper.

You gave me a call the night before you choose to return that gift. You said:

“Your pain is more than you can bear, it’s time to

go..."

Your last words to me were: "See you later old buddy!"

Well, when we meet again, I can think of no one else that I would want to spend forever with. Art, when my time comes, make room...

So, "See you later old buddy."

Harry

Patricia "Pat" Roberta (nee Dawkins) Cooper,



Pat Cooper

was born January 25, 1935, in London, England, passed away from non-COVID related respiratory failure in her Coronado home at 1:10 a.m. on Sunday June 27, 2021.

Pat grew up in St. Paul, Minnesota; Kingston, Ontario; Montreal, Quebec, where she attended Bishops College, and

Minneapolis, Minnesota where she graduated from Patrick Henry High School. She then went on to attend and graduate from Northwestern Hospital College of Nursing with a 3-year nursing degree in 1956. She later earned a bachelor's degree in Nursing from Chapman University, while she worked and served the Coronado community in both Obstetrics and as a Charge Nurse on the Med/Surg floor of Coronado Hospital. As the wife of a Navy officer, her husband Jim's assignments took them to Bermuda, Monterey, California, the Philippines, and Kingsville, Texas. But Coronado was where they put down roots for 60 years and raised their children.

Pat was preceded in death by her husband Jim Cooper; her grandson William James Cooper; her father Kenneth Dawkins; her mother Mary Eugenia "Peggy" Warner; and her sister Kathleen "Katy" Dawkins Gray. Pat is survived by her three sons James Kenneth (Cynthia) Cooper, Robert Glenn (Denise) Cooper, and Lt. Col Christopher John Cooper (USMC), her daughter Kathleen Elizabeth (Richard) Mellor; 20 grandchildren; 19 great grandchildren; and her brother Kenneth Eugene Dawkins. She will be greatly missed.

Lonnie D. Gailey Jr. was born on Aug. 29, 1926, in a farmhouse in Alto, Georgia, into a small, hardworking family of American Indian and Scotch-Irish descent. His class graduated from Toccoa High School after the 11th grade, like many of the Greatest Generation, to help with the war effort. After high school,

Lonnie joined the United States Navy and began a career that spanned 30 years. Over his career, he served both as an enlisted sailor and as an officer. His time of service included World War II, the Korean War and Vietnam.



Lonnie Gailey

While stationed in Memphis, Tennessee, Lonnie met the love of his life - Mary Gailey. They married May 4, 1953 and enjoyed military life along with their two children. Over his career, his family lived in various locations, including Panama, Bermuda, Tennessee, California, Maryland, Hawaii, and ultimately Georgia, where he retired as a Lieutenant Commander at NAS Glynco in 1974. Not being one to sit still, Lonnie was involved in various business endeavors following his military retirement, which ultimately led to him becoming a broker with Century 21.

Lonnie went home to be with his Lord and Savior on Thursday, July 29, just shy of turning 95 years old. He was preceded in death by his wife, Mary Florence Gailey; his parents, Lonnie D. Gailey Sr. and Susie Clark; and his sister, Lucille Gailey. He is survived by his daughter, Cynthia Gailey Morin of Brunswick; and son, Alan Lee Gailey (Cathy) of Chattahoochee Hills; grandson, Isaac Morin (Bethany) and their children, Ava, Addison, Luke and Abigail; granddaughter, Hannah Morin Ferrell (Jarred) and their children, Peyton, Frankie, Knox, Beau and Sutton; granddaughter, Brittany Gailey Stalnaker (Trey); and grandson, Kenneth Gailey.

Richard Lee Gollnitz, age 88, of Chillicothe passed away on Wednesday, February 3, 2021, at UnityPoint



Richard Lee Gollnitz

Health-Methodist in Peoria. Richard was born on January 28, 1933, in Chillicothe to Fredrick Paul and Anna Marie (Werner) Gollnitz. He married Judy Kay Fleisher on May 22, 1971, in Farmington. She preceded him in death on April 8, 2015. Richard graduated from Chillicothe Township High School, and then from Bradley

University. He served in the U.S. Navy from 1952 to 1956. He worked for Caterpillar for over 35 years, retiring in 1991 as Program Foreman.

James Howard "Jim" Hoge, a devoted Catholic and beloved husband, father, grandfather, and great-grandfather passed away peacefully on October 13,

2021, in Albuquerque, NM at the age of 90. Jim was born in 1930, the son of Howard Hoge and Maxine (Harrington) Hoge, and grew up in Madison, Wisconsin. He was a graduate of Madison Central High School after which he entered the United States Naval Academy in Annapolis, MD. He majored in Marine and Electrical Engineering and, as a commissioned officer, he served twelve years in the United States Navy including as a pilot with squadron VP-45 in the Panama Canal Zone and Bermuda and later as an instructor at the Naval Air Intelligence School. He was honorably discharged and went on to serve in the Naval Reserves, achieving the rank of Commander, and as a civil servant with the Defense Intelligence Agency, South Com and the Air Force Test and Evaluation Center.



Jim Hoge

Jim was first married to Madeleine Mary Hoffman and had 7 children. He later married Sandra Pierson and recently celebrated his 44th wedding anniversary. During retirement, Jim and Sandra were active RVers. They were even WagonMasters for Tracks to Adventure for over 6 years, leading caravans in the United States, Canada, and Mexico. During this time, they made many lifelong friends. Jim enjoyed spending time with his family at his summer home in Eagle Nest, New Mexico and took great pleasure in outdoor activities including RVing, fishing, hunting and camping.

Harry G. Hooker passed away on January 22nd, 2022, just days past his 84th birthday. Harry was born in Jewell Valley, Virginia, on January 13th, 1938, in a small coal-mining town, to George C. and Ida M. Steele Hooker, both deceased. Harry was the last surviving member of his family.



Harry Hooker

He joined the US Navy at age 16, desiring to see the World. He scored high on testing in Electronics, serving aboard two ships, including the U.S.S. *Intrepid* in Vietnam and VP Squadrons as a Radarman on VP plane Crews, including VP-45. This included the Cold War, keeping Russian ships from the US Coast by dropping depth charges on their submarines.

He married the girl next door in 1957 at age 19; his wife, Judy Meadows Hooker, survives him. They cel-

ebrated 64 years together while moving 16 times in 18 years of military service. Harry retired honorably from the US Navy as an E-9 Master Chief in 1972. He continued his career as a US Postal Worker, retiring in 1999 after successfully heading a multi-million dollar project at the Jacksonville Bulk Mail Center. Much of his life was spent in Florida, living in Orange Park for 30 years, where they had lifelong friends. Upon retirement from the Postal Service, he and Judy designed and had a house built, moving to the Gainesville area in 2000.

Samuel Koffler, 88, of Victor passed away Sunday, December 27, 2020 at his home. Graveside services with Military Honors were held at the Western Montana State Veterans Cemetery in Missoula.

Walter "Walt" Anthony Kordek, 88, of Williamsburg, passed away August 22, 2021. A decorated pilot, Walt served the U.S. Navy for 22 years, including during the Vietnam War. He then went on to work for BDM for 15 years before retiring.



Walt Kordek

Walt is survived by his wife of 65 years (and love of 72 years), Amy Kordek; children, Debbie (Gerry), Walter (Mary), Kevin (Mary Beth) Teresa (Jeff); grandchildren, Kevin Anthony,

Kimberly, Elizabeth, Allison, Aly, Andrew, and Jack; and great-grandchild, Joey.

1960s

John Francis Bollinger passed away Monday September 6, 2021. He was born on October 1, 1924 in Brooklyn, NY to Winfield and Helen Drogan Bollinger, the oldest of three children. He enlisted in the Navy on October 2, 1941, at the age of 17; two months before the attack on Pearl Harbor

He completed bootcamp in Newport, RI, Aviation Metalsmith "A" School in 1942 at NAS Jacksonville. While in Jacksonville, John met his wife-to-be, Margaret Mims, and the two were married at St. Paul's Catholic Church in Jacksonville on August 6, 1942. John subsequently served a combat tour aboard the USS *Guadalcanal* (CVE-60) in the Atlantic under the command of Captain Daniel Gallery. For his service during



John Bollinger

World War II, John was awarded the Presidential Unit Citation. Following the War, he served in the Reserves and, in 1946, he worked for both the NYPD and as a flight engineer with Eastern Airlines. John was recalled to active duty in 1951 after the outbreak of the Korean War. He remained at NAS New York as an instructor making Chief Petty Officer in 1952.

In 1963, John reported to VP-45 at NAS Jacksonville as both a Flight Engineer and NATOPS Instructor. He made Senior Chief in 1967 and Master Chief five years later, eventually becoming the squadron Quality Assurance (QA) Supervisor. In 1975 he reported to VP-30 as the QA Supervisor and, two years later, was selected for the Command Master Chief Program (CMC), reporting to VP-16 as their CMC. Between 1980 and 1983, John served as the CMC on the staff of Commander, Patrol Wing Eleven (CPW-11), and subsequent tours as CMC with VP-49 from 1983 to 1985, and VA-174 at NAS Cecil Field between 1985 and 1988. After a career that that included four years in World War II, sixteen years in the Reserves, and twenty-five years in the Active Duty Navy, John retired from the Navy on August 1, 1988.

He received his associates degree from Florida Junior College, earned his bachelor's degree from Southern Illinois University and his teacher's degree and master's degree in psychology from the University of North Florida. Upon retirement from the Navy, John became an adjunct professor at Embry Riddle University where he retired in 2003 as Professor Emeritus.

Together, John and Margaret (deceased) had four children: Peggy Shirreffs (deceased), John, Jr. (deceased), Melissa Peeples, and Beth Miller. He had seven grandchildren and six great-grandchildren, and great- great-grandchildren.

Susan Catherine Golder, age 83. It is with extreme sadness that the family announces the passing of a longtime resident of Albuquerque, New Mexico, on Monday, February 1, 2021. Susan was born December 10, 1937, the daughter of Winifred and Howard Wright, and grew up in Rockville Centre, New York where she later married Thomas V. Golder in 1958.



Susan Golder

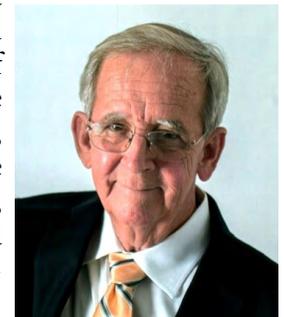
Susan enjoyed 30 years as a naval officer's wife traveling to numerous destinations abroad, and living in various locations in California, Florida, Rhode Is-

land, and Virginia. One of the last stops in the Navy years was in Tehran, Iran, during the revolution there in 1978/79. After Tom's retirement from the U.S. Navy, both he and Susan traveled extensively, especially enjoying trips to many beach destinations including Hawaii, Aruba, St. Thomas, and Florida's east coast, to name a few. They also enjoyed cruises to the Caribbean and Alaska, and trips to Italy.

Susan is survived by her husband of 62 years, Captain Thomas V. Golder, Ret. USN and her children Geoff (Maryellen) Ponte Vedra Beach, FL, Chris (Elizabeth) Broomfield, CO, Tom M. (Renee), Barbara (Robert), Tim (Sunee) Albuquerque, NM and her grandchildren Tom W., Samantha, Grant, Alyssa, Claire, Avery, and Capree.

1970s

Joseph Coltrin Broxson went to be with his Lord and savior on Saturday, August 7, 2021 after a short, but tough battle with cancer at the age of 74. Joe proudly served in the United States Navy for 28 years, enlisting from his birthplace of DeFuniak Springs, Florida, during The Vietnam War and retiring as a Chief Warrant Officer 4 in Jacksonville. After his service, he worked with his wife and son for over 20 years in real estate, helping hundreds of families find their home in Northeast Florida.



Joseph Broxson

Joe is survived by his wife of 50 years Kathryn; son, Wesley (Rosa); granddaughters, Isabella & Olivia; two sisters, Patricia (C: Wylene, Mike, Mary) and Sandra (Joe); and brother, John (Shirley, John, Katie). Joe will be sorely missed by countless other family members, friends and shipmates.



Evelyn & Bob Kissinger

Evelyn Kissinger passed away on 15 October 2021 due to heart complications. On 30 November 2021, **Bob Kissinger** succumbed to a long battle against cancer. Bob retired from Fleet Readiness Center Southeast (FRCSE) at NAS Jacksonville.

Carol Elaine Gantt Koschak passed away peacefully on January 30, 2022, at the age of 74, in Dallas, Texas, surrounded by her loving family and listening to hymns as she entered Heaven. Carol was

born in Dallas, Texas on June 1, 1947, the oldest of two daughters of Leta Mae Harlan Gantt and Holstun Baker Gantt. She graduated from Lamar High School in Houston in 1965 where she was a Bob Hope Lamar Beauty, in the National Honor Society, and sang in the Choralettes. She graduated from the University of Texas at Austin in 1969 with an English major. Carol was a member of Zeta Tau Alpha sorority, which was near and dear to her heart.



Carol Koschak

Carol married John Karl Koschak III on April 5, 1969, two years after he took her to church on their first date. After they married, she enjoyed a brief teaching career as an English teacher. Carol championed Karl in his career as a Naval Aviator and airline career as a pilot with American Airlines, always creating a warm home in 21 locations, before settling in Richardson with their two children, Courtney and Ramsey in 1978.

Carol was preceded in death by her parents, Leta Mae and Holstun Gantt; her aunt, Margaret Elaine Harlan, who spent special time with Carol early in her recovery; her uncle, William (Bill) Ellis Harlan, Jr and wife, Polly; and her cousin, Mary Margaret Harlan. Carol is survived by her faithful and adoring husband, Karl, to whom she was grateful for his loving care; daughter, Courtney Johnson and husband, Shane; son, Ramsey Koschak and wife, Shanah; and grandchildren, McKay and Ainsley Harman, and Merrill Koschak.

1980s

Leo William Lorenzo, age 76, of Jacksonville, Florida, passed away on Thursday August 12, 2021 at home after a short battle with cancer. He was born on August 23, 1944 in Arcadia, Florida, to Leo and Louise Lorenzo. He was preceded in death by his parents; his wife, Cheryl Marie Lorenzo; and his well-loved and spoiled dogs, Beau, Angel, and Roxie. He is survived by his brother, Don Lorenzo, and his family; a son, Leo "Wayne" Lorenzo, of Valdosta, Georgia; and a daughter and grandson, Staci Lorenzo



Leo Lorenzo

Suits and Lennon Lorenzo Suits, of Orange Park, Florida.

Leo honorably served his country in the US Navy for 23 years, as a flight engineer and Chief. He earned many honors and service awards, including the Navy Unit Commendation, Meritorious Unit Commendation (2 awards), Good Conduct Medal (5 awards), National Defense Medal, Sea Service Ribbon (3 awards), Vietnam Service Medal, and Sharpshooter Ribbon; and had over 10,000 hours in a P3. After retirement from the Navy, he also worked in Civil Service as a flight mechanic.

In his younger years, Leo was an enthusiastic small craft pilot, boater and motorcyclist. He loved all things Harley Davidson, and had a large collection of Harley paraphernalia, as well as Zippo lighters. He was a long-time supporter of K & C Pet Rescue and Adoption Society, Inc. Leo had a zest for life and was known by coworkers and friends as a jokester who made everyone laugh with his antics. He had many long-time friendships, and was loved by many, including his girlfriend of five years, Carolyn Jones. He touched the lives of so many people and will be deeply missed by all who knew and loved him. Leo will be especially remembered as a wonderful grandfather.

2000s

CAPT Michael Romeo Vitali, former commanding officer of VP-45 passed away quietly in his sleep on 2 November 2021 in Alexandria, Virginia. Mike was a 25-year Navy veteran, and he touched many lives from Hawaii, California, Florida, Virginia, and of course his beloved Cleveland. Everywhere Mike settled, he and his family changed the social landscape of the area and brought the community closer together. Mike was a devoted husband to the love of his life, Tracy, and loving father to his children Gabby, Bella, and Michael. His impact on the lives of everyone he knew cannot be overstated and will continue on forever in his children.



Michael Vitali

Sally Crutcher Eaton, age 97, a resident of Virginia Beach for over 53 years, died on January 31, 2022, while a resident in the Hoy Center at Westminster Canterbury.

Sally was born in Colon, Panama, the youngest child of her deceased parents, Captain USN (Ret.) and

Mrs. Chauncey Rolfe Crutcher. She was predeceased by her devoted husband of 66 years, Commander USN (Ret.) William G. (Bill) Eaton; her sister, Marjorie Patricia Lambert; and her brother, William Robert Crutcher.



Sally Eaton

Sally graduated from Annapolis High School in Annapolis, Maryland, and enrolled at the University of Hawaii in Honolulu while her father was stationed aboard the U.S.S. Astoria. She and her mother were living in Honolulu on December 7, 1941, when the Japanese bombed Pearl Harbor. The following summer she and her mother relocated to the East

Coast, and Sally resumed her studies at Hood College in Frederick, Maryland, where she made many lifelong friends. Sally had met Bill's parents while in Hawaii and was introduced to Bill, a midshipman at the U.S. Naval Academy, upon her return to the East Coast. They were married at the U.S. Naval Academy Chapel on July 12, 1944, before Bill reported for duty aboard the U.S.S. *Marshall*, a Navy destroyer, in the Pacific.

Sally was a devoted wife and mother and accompanied Bill everywhere during his 20-year Naval career, including assignments in California, Florida, South Carolina, Maryland, Virginia, and Panama, where her younger son was born in the same hospital where she had been born 30 years earlier. Everywhere she went she made new friends, drawn to her by her intelligence, candor, bright eyes, and sense of humor. Although she was unfailingly polite and always observed proper decorum, she wasn't afraid to form and privately express (occasionally bluntly) her opinions on people, politics, and the state of the world.

After Bill's retirement from the Navy, Sally obtained her teaching certificate and real estate license, and finally became a licensed practical nurse. During this time she and Bill were avid travelers, visiting friends and relatives in many parts of the country. She was interested in both her and Bill's family history and often used these visits to interview their relatives and research local county and church records. That research eventually led to Sally joining and becoming active in the Daughters of the American Revolution. Bill and Sally were also active for over 30 years in Old Donation Episcopal Church, where they made many new friends and enjoyed volunteering for many of

the church's activities. Sally spent her later years at Westminster Canterbury, and the family would like to thank the many nurses and staff who cared for and supported her during her time in the Hoy Center.

Survivors include her three children: William G. Eaton, Jr. (Ann) of Virginia Beach, Isabel E. Pollard (Kenneth) of Virginia Beach, and Robert C. Eaton of Charlottesville; three grandchildren: Michele Mohlere (Carlos Arosemena), Virginia L. Eaton (Joseph Staba), and William R. Eaton; and one great-grandchild, Beau R. Eaton.



Dennis Trampe

Dennis R. Trampe, age 87. Unfortunately we have no obituary for Dennis but received a report of his recent death. Dennis was in VP-45 as an aircrew member from 1952 - 1955. Charley Caldwell, one of our longtime members wrote us a letter about Dennis and it is in the "Mailbag" section of this Newsletter

Joseph W. Brown, age 90 passed away on March 7, 2022. While limited information is available about Joe's passing, he was in VP-45 during the seaplane years. His son, Eric, called Harry Mendelson, a friend and squadronmate during those years, to advise him that Joe was gone. It so happens that Harry lived in the same condo building as Joe in Denver, CO. He will be missed. (See the "Mailbag" section of this newsletter for more information about Joe Brown)

MAYPORT SHIP TOUR RULES AND GUIDELINES

First of all, we will need a comprehensive list of those attending this tour to be delivered to NS Mayport Security NLT July 15th! They are requiring LAST, First and M.I., Male/Female, DOB, SSN Last 4 data. This is mandatory in order to (a) get permission from the Base CO to conduct the tour and (b) to expedite base access. For our Foreign National members, having your passport with you would be recommended! **NOTICE:** This information is **REQUIRED** to attend this tour. You will not be allowed on the motor coach if you have not provided this information!! No exceptions!

Now, you all need to understand that mobility challenging situations potentially exist for this excursion! Additional guidelines/rules from Mayport are below. Please review and have your questions answered about this excursion. By signing up, you agree you have read and understand the guidelines expressed by NAVSTA Mayport to conduct this tour.

Security Procedures:

1. We recommend that if an individual is under the age of 18, that they bring their student ID, however it is not required.
2. Please ensure that each person over 18 years of age has two (2) forms of identification –one being a picture ID. A state driver's license or identification card is preferred.
3. We require the name of the bus driver and that he/she have a valid driver's license, current valid insurance and a current registration and be able to produce all upon request.
4. If your tour will include Foreign Nationals, we require copies of their passports and enough time given for our Installation Security Manager to individually vet their information prior to gaining access to our base.

Transportation:

1. Upon your arrival, someone from the Public Affairs Office will meet and escort your vehicle on base. When the bus arrives at the Naval Station, guests may be asked to exit the bus and produce identification.
2. Personal means of transportation are not permitted on the pier. Be prepared to walk!

General Guidelines:

1. Please advise members of your group to wear comfortable shoes; slacks and flat shoes are recommended.

2. Heels are not permitted due to the industrial nature of the ship, pier, and squadron environment.
3. The tour may involve climbing and can be strenuous for some. Those persons who use a wheelchair, walkers, canes, or have difficulty standing or walking for long periods should not expect to tour a ship.
4. Vehicles are not permitted within the pier or airfield. It may be necessary to walk a short distance to the ship or helicopter hangar.
5. No backpacks or bags larger than a woman's handbag will be allowed.
6. No children under the age of 10
7. No photography of ships, aircraft or security personnel will be permitted. Photography is allowed onboard the ships, though it is up to the discretion of the ships' commanding officer.
8. Civilians are not authorized to utilize ships' heads (restrooms), due to liability. We recommend stopping at an off-base facility prior to arriving to give group members a chance to use the facilities, especially if driving from a long distance.

Dining & Lodging:

1. Civilians, whether retired or not, are not permitted to eat at ships' galleys. The money for that food is taken out of the sailor's paychecks that are assigned to that ship. There is no way for a group to compensate payment for that food and there is often not enough room for extra bodies on the mess decks. There are no exceptions.
2. It is the tour group's responsibility to schedule meals and/or lodging. The Public Affairs Office is not responsible for coordinating that – we only schedule the tour portion. All groups that dine on base are required to pay. The meals are not free.
3. Do note that retirees are not permitted access to the pier. Retirees MUST be escorted by an active duty member.

PATRON FORTY-FIVE ASSOCIATION REGISTRATION FORM – AUGUST 17-21, 2020

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Otherwise, your cancelled check will serve as your confirmation. Returned checks will be charged a \$25 fee. You may also register online and pay by credit card at www.afr-reg.com/VP-45 (3.5% will be added to credit card charges). All registration forms and payments must be received by mail on or before July 15, 2022. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form.

Armed Forces Reunions, Inc. 322 Madison Mews Norfolk, VA 23510 ATTN: VP-45	OFFICE USE ONLY		
	Check #	Date Received:	
	Inputted:	Nametag Completed:	
CUT-OFF DATE IS: July 15, 2022			
EXCURSIONS (Minimum Participation is 35)			
Thursday, Aug 18: Mayport Ship Tour with Lunch (\$18/person)	\$49	#	\$
Friday, Aug 19: VP-45 Visit w/ P-8 Poseidon Tour & Lunch (\$21/person)	\$46	#	\$
Friday, Aug 19: VP-45 Visit w/ P-8 Poseidon (No Transportation Needed Option)	\$21	#	\$
*Friday, Aug 19: Alhambra Dinner Theatre	\$92	#	\$
*Friday, Aug 19: Alhambra Dinner Theatre (No Transportation Needed Option)	\$67	#	\$
*Please contact Spence Cunningham with seating preference(s) This includes Section-table-seat, another couple or couples, etc. Seat selection option ends after July 15 th , 2022. Refer to the Spring 2022 Newsletter for more details including a Section-Table-Seat breakdown and diagram.			
Saturday, Aug 20: Fernandina Beach City/Shopping Tour	\$31	#	\$
Saturday, Aug 20: Banquet Dinner (<i>Please select your entrée</i>)			
Chicken Marsala	\$43	#	\$
Pork Tenderloin with mango chutney	\$43	#	\$
Roast Sirloin of Beef	\$43	#	\$
Blackened Tilapia with lemon butter cream sauce	\$43	#	\$
Vegetarian Plate	\$43	#	\$
Vegan Plate	\$43	#	\$
Desert Choice:	Cheesecake	Key Lime Pie	Chocolate Cake
Number of Deserts Requested: (<i>Total should equal number in the party.</i>)	#	#	#
MANDATORY REGISTRATION FEE			
Includes Hospitality Room and AFR Administrative Expenses.			
\$50			
EVENT CANCELATION INSURANCE (PER-PERSON)			
This includes a refund of monies paid for tours and dinner but does not include registration fee or hotel rooms.			
\$20			
SHIRTS VP-45 Association Polo Shirts – Indicate size, color and quantity			
_____ Medium _____ Large _____ XL _____ 2XL _____ 3XL <input type="checkbox"/> White <input type="checkbox"/> Blue			
\$17			
Total amount payable to Armed Forces Reunions, Inc.			
\$			

Please print your name as you wish it to appear on your table name card!

FIRST	LAST
SPOUSE NAME (IF ATTENDING)	
GUEST NAMES:	
STREET ADDRESS:	
CITY:	STATE/ZIP:
PH. NUMBER: (____) _____ - _____	EMAIL ADDRESS:
YEARS SERVED IN VP-45 (ex. 1961-1963):	
ARRIVAL DATE:	DEPARTURE DATE:
ARE YOU STAYING AT THE HOTEL?	YES <input type="checkbox"/> NO <input type="checkbox"/>
ANY DIETARY REQUIREMENTS or RESTRICTIONS?	

Prior to the cut-off date of July 15, 2022, CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9:00am-5:00pm EASTERN TIME (excluding holidays). Call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. **After July 29, 2022**, please contact reunion coordinator directly for cancellations and refunds. (Spence Cunningham: at 904-504-3008 or email: awcmspence@comcast.net)

THE PATRON FOUR FIVE ASSOCIATION

New Membership Registration Form

Please print off and complete this form and return it to the address below. The personal information you send will ONLY be used within the Association for inclusion in the Association Roster. Dues are \$10 per year, \$40 for 5 years or \$200 for life...payable to:

Mike Riley, Treasurer, Patron Four Five Association

6618 Blue Jay Way,

Charlotte, MI, 48813

517-980-6235; Email: mlriley@gmail.com

ROSTER INFORMATION

Name: First _____ MI _____ Last _____

Date of Birth: _____ Spouse's First Name; _____

Mailing Address: Street _____

City _____ State _____ Zip _____

Tel (w/area code) _(_____) _____ Email Address _____

FORMER SQUADRON SERVICE/DUTIES

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

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

Dates Served: From _____ To _____; From _____ To _____

If Aircrew, circle as appropriate: Pilot NFO Aircrew (Position): _____

Ground Duties/Division _____

How did you find out about the Association _____

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