

PATRON

FOUR-FIVE

A S S O C I A T I O N



March 2013 NL#49

From the President ...

First of all, I would like to thank the Nominating Committee led by Gene Graham, and especially all the Members present at the 2012 Reunion Business meeting in Mobile for the votes of confidence in my selection as President of the Association. What an honor to serve in an organization comprised of such a fine group of outstanding Pelicans!

For those of you with internet service, you can read my biography on our website and see I spent three years in VP-45 as a Flight Engineer from April 1972 – April 1975. During my Thirty Year Career, I served in six P-3 Squadrons (VP-30 twice) and two Patrol Wings...and I can assure you VP-45 was one of my most rewarding tours.

If you missed the Reunion in Mobile, you missed a wonderful experience in our trip to the National Museum of Naval Aviation in Pensacola. We had two buses depart Mobile on Friday for NAS Pensacola for an all day event that was truly the highlight of the 2012

Reunion. On Saturday, members were given a choice of visiting the USS *Alabama* or the Bellingrath Home Garden tour in downtown Mobile. I was personally amazed at the 1940's technology aboard the USS *Alabama*. A special thanks to our MRP coordinators and Dick Gray, our Vice President for the planning and execution of another superb Reunion.

Our main event was the banquet on Saturday evening, orchestrated by our Master of Ceremonies VADM (Ret) Wally Massenburg. Following dinner, Wally presented the original oil painting "Orion's Game" to Mort Eckhouse who is an association member and a volunteer at the National Museum of Naval Aviation. Mort accepted the painting on behalf of the Museum as a donation from the VP-45 Association. CDR Mike Vitali, current Commanding Officer of Patrol Squadron Forty-Five provided a briefing of the squadron's operations and introduced our guest speaker RADM Brian Prindle, Commander, Naval Safety Center. RADM Prindle gave us a very informative brief on the

From the President (Continued) ...

Maritime Reconnaissance and Patrol Global Presence as it stands today, as well as the Safety Center's record of Fatalities and Aircraft losses' comparison between the year 1981 and 2012.

On behalf of the Association, I would like to take this opportunity to give a special thanks to Buck Jones and Wally Massenburg for their outstanding support over the past four years as President and Secretary, respectively. The Patron Four Five Association membership enjoyed two well attended Reunions in Washington, DC and Mobile/Pensacola during your tenure, and we really appreciate all you've done! A special thanks is also in order for Steve Riddle for his service as "Web Master forever"...thank you Steve.

In closing, I challenge each of our Members who served in the 1970's, 1980's and 1990's to invite one of your friends who flew with you/ worked with you in VP-45 during your years to join our Association, and encourage them to attend the next Reunion with you. Once you get someone to attend, they in turn may ask another friend to join us...and that is how we increase membership!

Best Regards,

Doug "Pooh Bear" Mitchell



In Memoriam

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



Jeane Morgan Chapman

Jeane Morgan Chapman, 87, of Pawleys Island, SC died Wednesday, October 14, 2009 at her residence. Born in Portland, Oregon, she was a daughter of the late Donald and Lynn Morgan. Mrs. Chapman was a faithful and honored member of All Saints Parrish, Waccamaw Episcopal Church for more than 33 years. She was preceded in death by a brother and a sister. Mrs. Chapman enjoyed a career as an Eastern Airlines flight attendant until meeting her husband, James, in Key West, Florida. They were married on October 30, 1948 in Clayton, Missouri. Survivors include her beloved husband of 61 years, Captain James H. Chapman Sr., U. S. Navy (retired), of Pawleys Island; a son, Captain James H. Chapman Jr., U.S. Navy (retired), and wife Susan of Virginia Beach, Virginia; a daughter, Susan Vogel and husband Bruce of New Providence, New Jersey; four grandchildren, Bryce Vogel, James H. Chapman III and wife Kerrie, Stephen Chapman, Elizabeth Ford and husband Cliff; and one great-grandchild, Marin Ford. Jeane was deeply loved and revered by her family and will be especially remembered for her kindness, faith and love.



William Stevens

Captain William Stevens, U.S. Navy retired, died surrounded by his loving family and in the arms of his beloved son on Feb. 28, 2010 after a long battle with hepatitis C. He was born in 1932 in Buffalo, N.Y., appointed to the U.S. Naval Academy in Annapolis, Md., graduated in 1955 and enjoyed 26 years of naval service. He began his naval career as an aviator and flew as a plane commander with VP-45 out of Bermuda. He received an M.S. in meteorology and oceanography at the U.S. Naval Post Graduate School in Monterey, Calif. He researched the movement of hurricanes at the Naval Weather Research Facility at Norfolk, was a forecaster aboard the carrier FDR, professor of meteorology at the Naval Post Graduate School, served as the commanding officer of the Fleet Weather Facility at Keflavik, Iceland, and was the superintendent of the Aerography School and executive officer of the Naval Air Technical Training Center at Lakehurst, N.J., where he won the first Zumwalt Prize. He gave weather forecasts and briefings to the CIA, NSA, White House, State Department and Pentagon. He ended his career at SACLANT in Norfolk where he served as director of meteorology and oceanography. This lifelong enjoyer of dry martini gin cocktails (stirred, not shaken), classical music, Impressionist paintings, and biographical and historical books was fiercely patriotic and a passionate conservative who fought the good fight against political correctness and environmental distortions. He thought that his Naval Academy classmates were the finest men he had ever known. He is survived by his best friend, boon companion, and wife of 54 years, Julia Carney Stevens; three unique daughters, Ilene Stevens of Santa Fe, N.M., Lisa Strait of Chattanooga, Tenn., and Lynn Shepherd of Virginia Beach; and a peerless and only son, William E. Stevens of Charlotte, N.C. All will remember his legacy, his love of racy jokes and hopefully, some of the better ones while forgiving the all too many groaners.

Roy Dale Awbrey

Commander Roy Dale Awbrey, USN retired, died May 23, 2010, after a long illness with progressive supranuclear palsy. He was born in Kingsville, TX in 1933, and graduated from Texas A&M, Kingsville. He attended OCS in Newport, RI and enjoyed 30 years of

naval service as an aviator and CO of various commands. He was the epitome of an officer and a gentleman. Roy was known for his kindness, compassion and gentleness. His wood carvings of birds, ducks and walking sticks are treasured by his many friends and family. He also painted exquisite watercolors. He was a faithful member of Old Donation Episcopal Church where he served in leadership positions over the years and was proud to be a member of their glorious choir for over 40 years. Roy is survived by his cherished wife of 28 years, Phyllis, three sons, Roy Dale Awbrey Jr. and wife Virginia of Virginia Beach, David and wife Gayle of Cocoa Beach, FL, Charles of Knotts Island, NC, daughter Lauryn and husband Neil Maclure of Harpenden, England.

Gabriel H Wilson

CDR Gabriel Wilson.USNR Ret. passed from us on February 18, 2011 "Aye, sail on, sir. Fair winds 'n' followin' seas be yorn on yer course t' the Heavens"* Gabriel Henry Wilson, son of the late Michael E. Wilson, Sr. and Alma A. (Cecil) Wilson, was born in Caruthersville, Missouri.He graduated from St.Joseph's Home for Boys, St. Louis, Missouri, St. Mary's High School, Phoenix, Arizona, earned his Bachelor of Arts at Loyola University, Chicago, Illinois, and his Doctor of Medicine at Creighton University, Omaha, Nebraska. He was a member of the Alpha Omega Alpha Honor Society and Phi Rho Sigma Medical Society. Dr. Wilson completed his Internship and Residency at Harbor General Hospital, Torrance, California, and was a Fellow in Radiologic Pathology with the Armed Forces Institute of Pathology, Washington, D.C., and in Neuroradiology with the National Institutes of Health at the University of California, Los Angeles (UCLA). He became a Neurodiagnostic Radiologist and Professor of Radiology at UCLA, Chief of Staff of the Radiology Department and, for eleven years, was Chairman of the Department of Radiological Sciences. He retired as Professor Emeritus in 1987. Dr. Wilson was a member of, among others, the American Medical Association (52 years), National Board of Medical Examiners as Diplomat, American College of Radiology, Board of Chancellors and Fellow, Radiological Society of North America, the American Society of Neuroradiology, President, 1981, American Roentgen Ray Society, American Board of Radiology, Diplomat, California Radiological Society, President, 1980, Los Angeles

County Medical Association, Distinguished Service Award, 1986-1988, Los Angeles Radiological Society, President, 1974, Distinguished Service Award, Society of Magnetic Resonance in Medicine, and the Western Neuroradiological Society (WNRS), President, 1968-1971. The WNRS was founded in 1968 by Dr. Gabriel H. Wilson and thirty-two others. He was the Society's first President. A scholarship in his name is awarded yearly to the writer of a winning scientific paper.



Gabriel Wilson was also Commander G. H. Wilson, United States Navy. He earned his Wings of Gold at Naval Air Station Pensacola, Florida, training in SNJ's, and piloted PBM and PBY amphibious aircraft and P-2 Neptune Patrol Bombers. He belonged to the Flying Midshipmen, Association of Naval Aviators, Mariner/Marine Association, and served in the Navy Reserve or twenty-three years. In retirement, Gabriel lived aboard his Tollycraft motor yacht, "Anser", at the California Yacht Club, Marina Del Rey, where he was KB6KMD on ham radio and a volunteer for Los Angeles Disaster Communications and Disaster Medical Emergency teams. After moving to San Diego, California, Gabe joined the Kona Kai International Yacht Club, and was involved in charity fund-raising activities. His greatest joy was to appear as Santa Claus for children of the San Diego Rescue Mission. Gabe enjoyed sea-faring novels, ocean fishing, Scuba diving, and messin' 'round in boats, even puttin' 'round in dinghies. He sailed, among others, the American and British Virgin Islands, Tonga and Fiji. He belonged to the Tutukaka South Pacific Yacht Club, Whangarei, New Zealand, and hoped to someday sail the Poor Knights Islands to the Bay of Plenty and 'round Cape Brett. His very special canine pal, "Cassidy", inspired Gabe to foster home

dogs in need. Upon learning from the U.S. Army's veterinary facility in San Antonio, Texas, that human pacemakers were being implanted into dogs to save their lives, he bequeathed his own. Gabriel is survived by his wife, Sage C. Faber-Wilson, San Diego, California, stepson, Brock L. Halvorsen, Los Angeles, California, brother, Michael E. Wilson, Jr. (Mary), Sun Lakes, Arizona, sister-in-law, Joan Wilson, Fort Huachuca, Arizona, brother-in-law, Brett D. Faber, West Hartford, Connecticut, many nieces and nephews, and canine companion, Pug.

Daniel Delos Decker

Daniel Delos Decker passed away at his home in Hailey on August 15th, 2012. He was 91 years old. Dan was born on February 10, 1921 in Elmira, New York. He grew up in Auburn, N.Y., attended Auburn High School and was an Eagle Scout. Summers he'd help his grandfather at the family flour and feed mill. When he was very young, they delivered flour sacks by horse and carriage. Dan's family also spent much time at their rustic camp on Owasco Lake, swimming and canoeing. In 1939, Dan enrolled at the Naval Academy in Annapolis, Maryland where he met his future wife, Jean Duncan. After graduating during June week 1942 - a year earlier because of the war - he and Jean eloped to Nevada that September. Then leaving Jean behind in San Francisco, he shipped out on the destroyer, USS Coghlan as Gunner Officer in the Aleutian Islands for the next fourteen months. Upon his return, Dan had an opportunity to attend submarine school in Connecticut. They drove across country in their first used car to start married life in New London. A year later, Dan was off to Mare Island to help put in a new boat, Spadefish, in commission. Dan spent the next two years from 1944-45 making five patrols on the submarine as a Gunner Officer in the conning tower. He received two silver stars, a bronze star, the presidential citation unit and several campaign medals. As the war ended, Dan received orders to new construction, USS Sarda in Portsmouth, N.H. He was on the shakedown cruise as acting Exec, visiting ports in the Caribbean. As a request for flight training came through, they moved to Dallas where Jean gave birth to son Daniel III. Training continued in Corpus Christi, Pensacola and finally Jacksonville. After flight training Dan was assigned to Bermuda then Wales, as an exchange pilot for the Royal Air Force. Their short tour in the UK ended with

orders to the Naval Academy where Dan taught Chemistry during the school year and flight training for midshipmen during the summers. In 1953, the family moved to Villefranche sur Mer halfway between Nice and Monte Carlo. This was the home port for the Sixth Fleet Command. Dan's duties were Aide and Flag Secretary to the Vice Admiral. They were in the Med to "show the flag" in our friendly nations. These included visits to Spain, Italy, Istanbul, Rhodes and Beirut. On board the fleet it was the "champagne Navy" entertaining visiting dignitaries and officials in return. From the French Riviera, they went back to the States first to Jacksonville, Florida then to Brunswick, Maine where they adopted daughter Julie. A three -year stint in Japan followed stateside living. Dan was Administrative Officer for the Commander Naval Bases in the Far East at the Naval Air Station in Atsugi. In his spare time, he organized a little league team integrating Japanese school boys with the American kids on base. Prior to this, the Japanese boys hadn't played with a real baseball and regulation field. The program was great for the kids and a successful cultural melding. For Dan's final year in the military, he was transferred to Long Island, New York where he did research until his Port Washington retirement in 1964 as a Commander. For the next five years, Dan headed a research team at Columbia University, designing anti-ballistic missiles. He attended night school earning his Master's Degree and most of a Doctorate degree in Industrial Engineering. In 1969, when the research job was winding down, Dan moved the family to Island Park, Idaho to run Pond's lodge with his brother. He went to school to become a snowmobile mechanic. He and Jean ran the lodge for ten years, retiring in Island Park for a third time. They stayed another five years. In 1985, Dan and Jean moved to Hailey to be closer to Danny and Julie. Dan was an avid stamp and coin collector. He loved spending hours building furniture in his shop. He enjoyed reading history, science and politics, smoking his pipe and a good glass of bourbon. His poker group of over twenty years was a great Thursday night getaway. For years he drove to Las Vegas to meet friends to play blackjack. He loved watching sports, especially baseball, solving Sudoku and crossword puzzles and wrote essays on books he thought were important social commentaries. Earlier in his life he played bridge and joined bowling leagues in many of the places they lived. In 2006, author Stephen Moore contacted Dan and others to write a book about the Spadefish patrols. In 2010, a Japanese film crew

traveled to Halley to interview Dan about an incident in which the Spadefish sunk one of the largest Japanese cargo ships with over 4500 troops on board. A documentary was started to tell this story including commentaries from two Japanese survivors. Dan is survived by his wife, Jean, son Dan (Pam) and daughter Julie. He was preceded in death by his parents, brother and sister.

Betty Ann Johnson Smith

Betty Ann Johnson Smith, 81, of Gulf Breeze, FL died Friday, October 12 2012. A native Pensacolian, she was raised in North Hill, attended P.K. Young School and graduated from Catholic High. Betty Ann was christened in Christ Episcopal Church and remained a member for many years. In the 1950s Betty Ann's career began at the San Carlos Hotel, where she was the secretary to the manager. She created a lifetime of friends and a multitude of acquaintances while participating in many momentous events at the "Iconic Hotel" and in Pensacola.

Betty Ann met a young Naval Officer at church one Sunday and within a few months she and Wm. Louis Smith were married at Christ Church. Commander and Mrs. Smith were stationed in a variety of memorable locations, in Pensacola and around the world. After twenty-six years in the navy and five children they retired to Villa Venyce in Gulf Breeze. Betty Ann became a bird aficionado, documenting many a novelty flight from her Gulf Breeze home while raising the remainder of their children. They have been loyal members of Saint Francis of Assisi Episcopal Church since retirement. Betty Ann was predeceased by her father: Niles Van Renselaer, Sr. (Susan); her mother Nell Hamilton Bradbury (Brad), her sister Peggy Johnson Merritt (Kenneth L., Sr.). She is survived by her husband of fifty-seven years: (Cmdr USN Ret) Wm. L "Bill" Smith, two sons, Wm. "Rem" Rembert Smith (Jill) of Plano, TX, John Bryan Smith (Kathy) of North Hill, three daughters, Catherine Rice Smith-DuGay (David) of Tampa, FL, Ann Elizabeth Case (Mike) of New Orleans, LA, and Susan "Leigh" Michel (Russ) of Mountain Top, PA, two brothers Niles V.R. "Van" Johnson (Jeanne) of Lake Mary, FL and Peter W. Johnson of Pensacola. Bill and Betty have nine grandchildren and one great-grandchild, numerous cousins, nieces and nephews and friendships locally and around the country.

Charles Atkinson Johnson, III

Charles Atkinson Johnson, III, 64, died December 2, 2012, resulting from cancer, with his devoted partner Charlene Black at his side, at home on Sanibel Island, FL. "Chuck" was born November 6, 1948, in Atlanta, GA, to Charles Atkinson Johnson, Jr. and Marion Johnston Johnson. The family moved to Clearwater, FL, where Chuck attended public schools, graduating from Clearwater High School in 1966. His college education began at The University of the South in Seawee, TN and the University of South Florida in Tampa, FL. During the Vietnam War he enlisted in the U.S. Navy (1968-1972), leaving service as the crew chief of an Anti-Submarine Warfare Patrol Plane. After serving his country he graduated from Florida Jr. College in Jacksonville with an Associate of Arts in Fine Arts. In 1975 he began making award-winning, high design, hardwood furniture which he sold at art festivals throughout the South. In 1980, having expanded his market, he was joined by brother, Jim in "Johnson Brothers Furniture". By 2001 Chuck's career path led him to Harvard Jolly Architectural firm of Tampa, FL where he was employed until moving to Sanibel Island in 2011. Mr. Johnson was predeceased by his parents. He is survived by his daughter, Lila Holley Johnson, brother, James Winslow Johnson (Genevieve), sister, Paula Johnson Lawrence (Graham); nieces and nephews, Charles Atkinson Johnson IV, Julia Lawrence and Marion Lawrence Snyder (Charles); grand nephew, Charles W. Snyder IV; and his beloved partner, Charlene Black, as well as many close lifelong friends.

Richard William Weir

Richard William Weir, Captain, US Navy, Retired from the Navy, having served nearly 31 years as a Naval Aviator. He died at Fairfax Hospital on 12/12/12. He is survived by Joyce Ann, his loving and loyal wife for 56 years and three of their children: Catherine Anne Devine, Michael Robert, and Elizabeth Marie Atkinson. Their son, David Joseph, First Sgt., US Army (Ret.) died in April 2004. Grandchildren are: Andrew and Curtis Devine, Emily and Jessica Atkinson, Brandon and Jeremy Richard Weir. He has one brother, Melvin Lawrence, and two sisters, Gloria Hanrahan and Rosemary Johnston. Numerous relatives of the MacDonald and the Weir families reside in Upper Western New York.



Captain Weir was born in Lockport, New York. He graduated from Canisius College in Buffalo and received a Master's Degree in Business Administration from the George Washington University. He later attended the National Defense University and completed the resident course at the Industrial College of the Armed Forces, located at Fort McNair, Washington, D.C. Captain Weir was a veteran of two tours in Vietnam. He served in six aviation squadrons, serving aboard USS Forrestal as Ordinance Officer, 1996 – 1968. He had three commands. He served as Commander Task Group 24.3, responsible for anti-submarine warfare within the western Atlantic Ocean from 1979 – 1981. Thereafter, he served in the Pentagon as the head of Aviation Manpower and as Deputy Director of Naval Aviation Maintenance Programs for DCNO (Air Warfare). Captain Weir has numerous awards, including the Navy Commendation Medal, Air Medal Meritorious Service Medal (two awards) the Navy Unit Commendation as Commander Task Group 24.3, and the Legion of Merit in support of DCNO Air Warfare. After retirement in 1986, he worked for Information Spectrum, Inc., a government contractor in Alexandria, Virginia. He was very active in determining and supporting Naval Aviation fleet training requirements. Captain Weir is a member of the Army Navy Country Club, the Burke Lake Golf Association, the American Legion, Association of Naval Aviation, Fleet Reserve, Military Officers' Association, the Knights of Columbus, and is an active member of Nativity Parish in Burke, Virginia.

Larry William Call

In loving memory of Larry William Call, 75, of La Plata, Maryland, passed away in Waldorf, Maryland at Hospice House of Charles County, January 17, 2013 after an extended illness. He was born on December 31, 1937 in Hammondsville, Ohio to the late Lawrence Call and Ruth (Van Dyke) Call. He served in the United States Navy from 1955 until his retirement in 1974, in Squadrons VP-45, VP49 and VP-30 and several shore duty stations. He served two tours in the Vietnam War. After his retirement from the Navy, Larry became a rail car electrician with the Washington DC Metropolitan Area Transit Authority, retiring after 21 years. He was a member of the Hughesville American Legion #238, the Waldorf VFW #8810, the Mechanicsville Moose Lodge #495 and the Lexington Park Fleet Reserve #093. Larry enjoyed long drives in the country and sitting down by the water, with one of his favorite spots being Point Lookout in Scotland, Maryland. He loved vintage cars and enjoyed going to Bert's Diner whenever they had a car show. He loved to listen to bluegrass, country, jazz and classical music, as well as listening to



talk radio. One of his favorite pastimes was debating politics with his family and friends. Larry instilled his love of knowledge and reading to all his children, as well as the desire to stay current with world events and politics. He enjoyed taking a sailing class at St. Mary's College as he felt a "sailor should really learn how to sail a boat". Larry also had a fondness for practical jokes and was extremely witty. He is survived by his loving wife of 57 years, Joyce Ann (Karn) Call, brothers, Gary Call, Sr. and Richard A. Call;

LaVonne Edward Von Rose

LaVonne Edward Von Rose, age 70 of Orange Park, FL passed away March 4, 2013. Von was born July 22, 1942 in New London, WI. He retired from the U.S. Navy following 20 years of distinguished and decorated service, and later retired as a Computer Programmer



Analyst. He was an active member of Advent Lutheran Church. Von is survived by his loving wife of 49 years, June Rose; his daughter Cynthia and her husband Allen, and daughter, Rebecca; his grandchildren Mallory, Steven, and Thomas; sister, Phyllis Holt, and his granddog Vanilla. Family requests memorial donations in Von s name be made to Advent Lutheran Church , 2156 Loch Rane Blvd., Orange Park, FL 32073, or to the American Cancer Society.

Martin A. Shultz

Martin A. Shultz, 66, passed away unexpectedly on March 4, 2013. Serving his country in the Navy, he retired as a highly decorated Lieutenant Commander and as an airline Pilot from Continental. He served on the Board of Governors of the JU Alumni, board of the St. Johns Dinner Club and was a member of the BMW motorcycle club and Beth El, the Beaches Synagogue. Survivors include his wife of nearly 37 years, Joy Shultz; daughter, Marlow Shultz and her twin brother, Chad Shultz; son, Michael Shultz; sister, Jane Schnee; and grandchildren, Turner, Lacy, Landry, Coby, Kimi,





and Steele. A memorial service was held in celebration of Martin's life at 7:00 p.m. Thursday March 14, 2013 at Beth El, the Beaches Synagogue, 288 Roscoe Blvd N., Ponte Vedra Beach. In lieu of flowers, the family requests donations to the Jacksonville Humane Society. Arrangements are under the direction of HARDAGE-GIDDENS FUNERAL HOME, 1701 Beach Blvd., Jacksonville Beach, FL. Words of condolence may be shared at www.hardage-giddensbeachschapel.com.

Timothy James Supko

Timothy James Supko, "Sup" to friends, of Jacksonville Florida, passed away on Wednesday, November 7 at the age of 60 due to Pancreatic Cancer. His family was by his side as he peacefully drifted away to be with the Lord. Tim was born on May 21, 1952 in Baltimore Maryland. He graduated from the U.S. Naval Academy in 1974 and served our country for 21 years before retiring as a Commander and earning his masters degree in Education to become a teacher. He was a talented athlete and played for the Navy lacrosse team, and during his time in the Navy he formed many lifelong friendships. Recently he taught mathematics at Switzerland Point Middle School and Pacetti Bay Middle School where he touched many lives of both his peers and students. He loved his dogs, bass fishing, golfing, cooking, and cheering for the Navy Goats, Jacksonville Jaguars, Florida Gators, and of course the Baltimore Orioles he often called himself a Baltimoron. It was this sense of humor and his optimistic spirit that



enabled him to battle his Pancreatic Cancer for 19 long months, during which he spent as much time as possible with his loved ones, traveling, and living life to the fullest. He is survived by his partner Deborah Powell, his daughters Christiana Winsor and Jennifer Supko, his former wife Rhonda Diggins, his brother Leonard Supko,

and his dog Dewey. He is predeceased by his parents Michael and Johanna Supko, his late brother Dennis Supko, and his dogs Yogi and Mia. He had countless close friends who loved and supported him throughout his life and during his illness, for which his family is extremely grateful. A celebration of life will be held for his close friends and family. In lieu of flowers, his family asks that you consider making a donation in his honor to the National Pancreatic Cancer Foundation. Arrangements by Naugle Funeral Home and Cremation Services, 1203 Hendricks Ave. Please Sign the Guestbook @ Jacksonville.com

William Eugene Berg

William Eugene Berg was born in Minneapolis, Minn. on Jan. 26, 1933 to William and Brita (Anderson) Berg. He passed away in Wheeler on Oct. 13, 2012 at age 79. Bill grew up in Minnesota and graduated from Patrick Henry High School in Minneapolis. He joined the U.S. Navy and served his country honorably during the Korean War. Bill was united in marriage on Aug. 22, 1959 in St. Louis Park, Minn. to Geraldine Wallace.



Bill graduated from the University of Minnesota in 1962 with a Bachelors degree in Electrical Engineering. Together Geri and Bill followed Bill's work as a micro electrical engineer from Minnesota, to California, and finally to Oregon. Bill worked for Sylvania, ESL, Control Data, and Techtronix. He retained numerous awards for outstanding service, and was awarded 13 patents related to microelectronics.

Bill was a NCRD Organizer and served on the board of directors. He also was a driver for Dial a Ride. He had taught computer classes for Tillamook Bay Community College as well. During his free time he enjoyed fishing, photography and collecting tools. He will be dearly missed by all who knew him. Bill was preceded in death by a daughter, Tina Berg, and by his sister Dorothy Mendoza. He leaves behind to honor his life, his loving family, wife, – Geraldine Berg of Nehalem; children, – Heidi Underhill and husband Craig of Banks, Heather Berg and husband Tim Couch of Sauvies Island, Holly Jankowski and husband Marcus of Buxton, Eric Berg and wife Kimberley of San Mateo, Calif.; grandchildren, Christopher Gambell, Kaitlyn Kressek, Colton Underhill, Riley Underhill, Cassandra Jankowski, Emma Berg; and by numerous nieces and nephews. A memorial mass was held for Bill at 11 a.m. Saturday, Oct. 20 in the St. Mary's by the Sea Catholic Church in Rockaway Beach. Cremation arrangements are in care of Waud's Funeral Home in Tillamook.

The following eulogy was sent to our website. "Bill, you have been my valued friend for longer than most of your family has known you. We lost track of each other for many years, but, one thing I could depend on was the thought of coke bottle bottom, glasses, and out of nowhere I could see a smile and you were there... Although slightly older than me, you were a fresh boot right out of electronics school and I an old "Navy salt" with at least a year more on the front line. Of course, we didn't want to be friends with the new guys ("Boot's" defined as new guys right out of school) and let you know that in no uncertain terms. I remember your response: **'Too late, I'm already your friend!'** and, I gotta tell you. You were always welcome as an extra pair of hands under the hood of the "40 Ford" and had a great deal to do with dependable outcomes, even under the worst of conditions. Bill you had a very unusual talent, always including alternate, easier ways of getting things done. That approach had to make your career. You always had a very welcome, different prospective. I soon came to respect your unique outlook and could always expect a permanent, easier solution to the most vexing problems. That was your business side. Your personal side was warm, friendly, concerned, interested and of most value, you personally cared. But, most unusual for a real Sailor, you never uttered a foul word, never a comment on politics, and never a word on your God. You were a gentleman, that the best of that class aspired to be, but most will never reach. I lost a valued asset, unique mind and most of all, a caring, loving friend. A part of me is gone. Your memories are still alive and that is a

legacy to make you proud. Geri, and your family, I'm sure lost the keystone you provided with your ethic, for work, love, and family. If we do go to another place, you (I'm sure) will be welcomed with open arms and the best damn set of tools imaginable. After all, a guy's gotta keep busy. Love you Bill, you're the best... Harry PS Bill, If there is an extra seat at that workbench, put my name on it, I couldn't think of a better friend to share it with.

John E. Stout

This passed via our website form Shriley Sult. "Hello, I wanted to let you know that my dad, John E Stout, age 91, passed away September 14, 2012. He spoke fondly of your organization and the reunions he attended. He previously lived in Va. Beach, VA, but most recently was living with us in Winchester, VA. After graduating



from South High School in Columbus, he joined the Navy and served on several aircraft carriers during World War II and afterward. John was awarded numerous medals before retiring after 22 years of service. He next went to work for ARINC as an electronic research engineer until retirement. John was a member of Baylake United Methodist

Church, The Keystone Masonic Lodge, a life member of the VFW Post15048, Squadrons 33 Association, and The American Legion. John loved hunting and fishing with his family and close friends who called themselves the "A-Team". He was a NASCAR enthusiast, enjoyed driving and restoring Ford Mustangs, traveled extensively and lived a very long and full life. John was preceded in death by his wife of over 50 years, Florence. In lieu of flowers, memorial contributions may be made to Baylake United Methodist Church, 4300 Shore Drive, VA Beach, VA 23455 or Blue Ridge Hospice, 333 West Cork St., #405, Winchester, VA 22601.

Beverly Doughty

This passed from President, Doug Mitchell, AE1 (RET Flight Engineer) Patrick Doughty's wife Beverly passed away on February 4th, 2012 after a battle with Cancer.

Harlan Elwood Dinger

This passed from Charley Caldwell. Harlan Dinger contributed several pictures and stories of his tour in VP-205 (later VP-45 for you new Pelicans) to The Pelican Post and our archives. He was a fine Pelican and great help when I edited the newsletter. "Harlan Elwood Dinger was born in Hecla, South Dakota in 1926. He was the fourth child of Ernest and Hazel (Hewitt) Dinger. He joined the Navy in 1943 and proudly served his country for 30 years. He served in three wars: World War II, Korea, and Vietnam and Retired as a Lieytenant Commander. Harlan is sruvived by his wife Barbara, fiv children, twnety-six grandcildren and twenty-eight great grandchildren. Visitation was held on September 24, 2012 at the El Camino Memorial in La Mesa, CA."

Information request about AMS1 Jack Goldsberry from LT Jackson Morgan, USN

Lieutenant Jackson Morgan, USN, from Tampa, Florida would like to locate anyone who might have known his grandfather AMS1 Jack Goldsberry. Petty Officer Goldsberry was attached to VP-45 (the PBY squadron) during WW-II. According to LT Morgan, his grandfather was a PBY pilot and participated in the Aleutian and Solomon Island campaigns. Anyone with any information may contact LT Morgan at this email address: jackson.e.morgan@gmail.com.



AMS1 Goldsberry's PBY with his living quarters in the background. Photo believed taken at Green Island, Aleutian Islands, Alaska.



AMS1 Goldsberry and his crew

FRIDAY MORNING AT THE PENTAGON

Joe Galloway - Co-author of "We Were Soldiers Once.... And Young"

FRIDAY MORNING AT THE PENTAGON

By JOSEPH L. GALLOWAY McClatchy
Newspapers

Over the last 12 months, 1,042 soldiers, Marines, sailors and Air Force personnel have given their lives in the terrible duty that is war. Thousands more have come home on stretchers, horribly wounded and facing months or years in military hospitals. This week, I'm turning my space over to a good friend and former roommate, Army Lt. Col. Robert Bateman, who recently completed a yearlong tourof duty in Iraq and is now back at the Pentagon. Here's Lt. Col. Bateman's account of a little-known ceremony that fills thehalls of the Army corridor of the Pentagon with cheers, applause and many tears every Friday morning. It first appeared on May 17 on the Weblog of media critic and pundit Eric Alterman at the Media Matters for America Website.

"It is 110 yards from the "E" ring to the "A" ring of the Pentagon. This section of the Pentagon is newly renovated; the floors shine, the hallway is broad, and the lighting is bright. At this instant the entire length of the corridor is packed with officers, a few sergeants and some civilians, all crammed

tightly three and four deep against the walls. There are thousands here.

This hallway, more than any other, is the Army's hallway. The G3 offices are on one side, G2 the other, G8 is around the corner. All Army.

Moderate conversations flow in a low buzz. Friends who may not have seen each other for a few weeks, or a few years, spot each other, cross the way and renew their friendships. Everyone shifts to ensure an open path remains down the center. The air conditioning system was not designed for this press of bodies in this area. The temperature is rising already. Nobody cares. 10:36 hours: The clapping starts at the E-Ring. That is the outer most of the five rings of the Pentagon and it is closest to the entrance to the building. This clapping is low, sustained, hearty. It is applause with a deep emotion behind it as it moves forward in a wave down the length of the hallway. A steady rolling wave of sound it is, moving at the pace of the soldier in the wheelchair who marks the forward edge with his presence. He is the first. He is missing the greater part of one leg, and some of his wounds are still suppurating. By his age I expect that he is a private, or perhaps a private first class.

Captains, majors, lieutenant colonels and colonels meet his gaze and nod as they applaud, soldier to soldier. Three years ago when I described one of these events, those lining the hallways were somewhat different. The applause a little wilder, perhaps in private guilt for not having shared in the burden. Yet. Now almost everyone lining the hallway is, like the man in the wheelchair, also a combat veteran. This steadies the applause, but I think deepens the sentiment. We have all been there now. The soldier's chair is pushed by, I believe, a full colonel. Behind him, and stretching the length from Rings E to A, come more of his peers, each private, corporal, or sergeant assisted as needed by a field grade officer.

11:00 hours: Twenty-four minutes of steady applause. My hands hurt, and I laugh to myself at how stupid that sounds in my own head. My hands hurt.. Please! Shut up and clap. For twenty-four minutes, soldier after soldier has come down this hallway - 20, 25, 30. Fifty-three legs come with them, and perhaps only 52 hands or arms, but down this hall came 30 solid hearts.

They pass down this corridor of officers and applause, and then meet for a private lunch, at which they are the guests of honor, hosted by the generals. Some are wheeled along. Some insist upon getting out of their chairs, to march as best they can with their chin held up, down this hallway, through this most unique audience.

Some are catching handshakes and smiling like a politician at a Fourth of July parade. More than a couple of them seem amazed and are smiling shyly. There are families with them as well: the 18-year-old war-bride pushing her 19-year-old husband's wheelchair and not quite understanding why her husband is so affected by this, the boy she grew up with, now a man, who had never shed a tear is crying; the older immigrant Latino parents who have, perhaps more than their wounded mid-20s son, an appreciation for the emotion given on their son's behalf. No man in that hallway, walking or clapping, is ashamed by the silent tears on more than a few cheeks.

An Airborne Ranger wipes his eyes only to better see. A couple of the officers in this crowd have themselves been a part of this parade in the past. These are our men, broken in body they may be, but they are our brothers, and we welcome them home. This parade has gone on, every single Friday, all year long, for more than four years.

Did you know that? The media hasn't yet told the story. And probably never will.



RADM Brian Prindle, USN Retires

RADM Brian Prindle Retirement Ceremony, 11
January 2013

After more than 33 years of active duty service, RADM Brian Prindle was relieved as Commander, Naval Safety Center by RADM Ken Norton during a retirement ceremony at Naval Station Norfolk on 11 January 2013. VADM Harry Harris, Assistant to the Chairman of the Joint Chiefs of Staff, was the guest speaker. Former Pelicans in attendance included Scott Bosecker, Chuck Geyer, Jack Keane, Joe Littleton, Ron Lovelace, and Chuck Martello.

RADM Prindle received a B.S. in Aerospace Engineering from the University of Virginia and was commissioned through the NROTC program in May 1979. He was designated a Naval Aviator in July 1980. RADM Prindle earned a M.S. in National Resource Strategy from National Defense University, The Industrial College of the Armed Forces in June 2001.



His operational tours include Patrol Squadron Forty-Five; USS Ranger (CV-61) Catapult and Arresting Gear Officer and V-2 Division Officer; Patrol Squadron Eleven Operations Officer; Patrol Wing Five ICEX 993 Officer-in-Charge; and Patrol Wing Ten Chief Staff Officer. He commanded Patrol Squadron Forty-Six and Patrol Squadron

Thirty, the Fleet Replacement Squadron for the Maritime Patrol Reconnaissance Force.

Shore assignments include Patrol Squadron Thirty as Instructor Pilot, and as the Senior COMNAIRLANT NATOPS Evaluator and P-3C NATOPS Model Manager. Major Staff duty tours include Assistant for Officer Promotion Plans and Policy, and Special Assistant for Flag Matters, Bureau of Naval Personnel; ad Program Analyst, Assessment Division (N81), Office of the Chief of Naval Operations. Additionally, he served on the Joint Staff (J8) as an Action Officer, CINC Liaison Office, Joint Requirements Division. While assigned to the Joint Staff, he completed the MIT Seminar XXI Fellows Program, Foreign Politics, International Relations and the National Interest. In September 2003 he was assigned as Head, N810 Capabilities and Acquisition Branch, N81 Assessment Division, followed by duty as Executive Assistant to the Deputy Chief of Naval Operations for Resources, Requirements and Assessments, N8. Upon being selected for flag rank, RADM Prindle served as Commander, Patrol and Reconnaissance Group from September 2005 to August 2008. RADM Prindle served as the Director, Assessment Division, Office of the Chief of Naval Operations (N81) from August 2008 to July 2011.

In June 2011, RADM Prindle assumed the duties as Commander, Naval Safety Center.

RADM Prindle was the guest speaker at the October 2012 VP-45 Reunion in Mobile, AL.



Squadron Association Business

Minutes of VP-45 Association, 20 October 2012, Mobile Alabama

Buck Jones, President, VP-45 Association, called the meeting to order at 0800. Minutes from previous meeting were recommended and approved, reading has been waived.

Reading of those members and friends who passed since the last reunion was presented by Buck Jones.

Nominating Committee, chaired by Gene Graham, reported out their findings. The following nominations were submitted:

Douglas Mitchell	President
Richard Gray	Vice President
Patrick J Imhof	Treasurer
John F. Keane	Secretary
William Hobgood	Web-Master

Slate was approved unanimously.

Treasury Report: PJ Imhof gave treasurer's report. A formal copy will be provided to the Secretary for inclusion into the minutes.

Membership Report: Wally Massenburg gave the membership report. As of 20 October 2012, there were 443 members. He stated that there had been a *number of members who had moved into the Life category (having passed the age of 80)*. He encouraged the membership to let the secretary and treasurer know when members attain this status.

Old Business:

1. The issue of adding/publishing names on our web-site was addressed to include names and years served. There was a vigorous debate on privacy.

Pros: It would aid us in seeking new members;
Cons: There was continuing concern and discussion about privacy, Web-site security and integrity. There was a motion made to include names, cities, and states, years served. Motion was approved.

2. The issue of charitable activity was raised. Last year there was a donation made to the National Flight Academy of \$5000. There was a discussion on donations this year. Dr. Meaders, a member of our Association and former squadron flight surgeon, has requested help for donations for "helmet" liners for our troops (OpHelmet). A motion was made to donate \$1000 to OpHelmet and one scholarship to National Flight Academy across a two year period. The motion was approved.

3. VP-45 P-3C Painting recap was presented by Bill Hobgood. There are a total 145 prints, most of which were sold. Bill indicated that the artist has a few left. The entire project was self-financed and there was money left over. A motion was made that an accounting of the finances be included in the next Newsletter and that any money that is left over would be donated to the Association. The motion passed.

New Business:

1. A motion was made to continue to engage MRP-like organization for the next reunion. Discussion on whether we should keep MRP or shop around. The motion to continue to use an MRP-like entity was passed.

2. A motion was made to create a Squadron banner and flag. The motion was approved. An additional motion was made to include a period of proposal that would post different concepts for the banner on the web-site. This motion was approved.

3. A motion was made to include the roster on the web-site. An alternative motion was made to opt for continuing a printed roster. The motion to opt for printed material was approved.

4. A motion was made to look at the potential to include the roster on the website that would be password protected. This motion was approved.

5. Next reunion options were discussed. Brainstorming the site options and potential dates appear below:

- a. Jacksonville (March coincidental with MPRF)
- b. Jacksonville (October time frame coincidental with Blues/or squadron)
- c. San Antonio
- d. Nashville
- e. San Diego
- f. Hawaii
- g. Tucson
- h. Cruise (VP-45 Cruise)

There was a discussion on alternative dates. The new officers were directed to come up with several options to be aired in the March Newsletter. It was reiterated that the sooner the site and date is selected the better due as dates and places for reunions become harder as the dates approach. It was recommended that the date and place be selected coincidental with the September/October Newsletter. There was a collective thank you to Buck and all the VP-45 Association officers. There being no further business, a motion to adjourn the meeting was made. The motion carried and the meeting was adjourned at 0935.

Respectfully submitted,

Walter B. Massenburg Secretary, VP-45
Association

FROM THE WEBMASTER

I hope by now all of our members have discovered and visited our new website (www.vp45association.org). I say “new” but actually it has been up and operating for about a year. It is a completely new website built from scratch but based on the original website so valiantly and professionally maintained by Steve Riddle for so many years.

There is a lot to see and on my last count the site has about 70 pages of information and a number of photo galleries. Here is an “executive summary” of the site’s layout:

Home Page: Adorned with a digital image of Peter Wenman’s painting of LN-9 (“Orion’s Game), this page welcomes members and friends, briefly describes our mission and provides navigation links to the rest of the site on the left side navigation panel.

Officers: This section describes the five Association officer positions and links to five pages that offer “then and now” photos and a short biography of each officer.

Squadron History: On the first page of this section, the “Lineage” of Patrol Squadron is explained and the navigation bars on the top and bottom of this page links to sections that document the history of the squadron. There is a section for each aircraft flown by the squadron (including the “PBY VP-45” from WW-II).

Reunions: The Association hosts reunions for its members every two years. This section contains a summary of each of the past twelve reunions. Where available, there is also a photo gallery of digital images (photographs) taken at that reunion.

Newsletters: Twice a year, the Association secretary publishes a “Pelican Post” newsletter. We used to mail these to all members but we are in the final stages of transitioning to digital format. The

newsletter will now be emailed to all members and will also be available for reading and/or download in this section of the site.

Guestbook: Here you can leave a message that will be able to be viewed by anyone visiting the site. If you have a question more appropriate for one of the officers, you can send that message via the “Contact Us” section (see below). I’m considering changing this “guestbook” to more of a blog/forum/message board style format.

Sea Stories: OK...here is the section where YOU get to participate. Although you are welcome to take a trip down memory lane or read about the “old days,” I’d really like members to submit their original works to me via this section. Read how on the first page of this section. Below the instructions and “Links,” there is an online form via which you may submit your story or recollections. Though there is plenty of room in the form, you might want to write your story in a word processing program and copy/paste it into the form...then click the “Submit” button.

Photo Album: Included here are five sections, in historical chronological order, each containing a gallery of photos submitted by our members.

Membership: If you are not a member, here is where you find instructions on how and why to join. You may register and pay dues either online or via old school “snail mail.” Current members may also renew their dues via this section.

Former CO’s: Remember that guy you called “Skipper?” His name will be on this list from the very beginning to the current CO.

Links: With the assistance of other Association officers, I put together this section that contains links to other websites that are somehow related to our website and which we hope are of interest to you.

Contact Us: Have a comment, question, remark, suggestion or complaint? Here is where you bring

that to our attention. This message comes directly to me and I will either answer it or forward it to the appropriate Association officer for action.

With this summary as a guide, please take another look at our website. I am always open to recommendations for improvement and if you notice a glitch anywhere on the site, please let me know via the “Contact Us” form.

Bill Hobgood; WebMaster Pelican ’71 – ‘74

FROM THE SECRETARY

This is the first issue of the Newsletter since the October 2012 reunion in Mobile, AL, an outstanding event attended by over 150 people ... including a contingent from VP-45. Since then, Bill Hobgood has updated the Association website to include many pictures taken at NAS Pensacola, the reunion dinner, as well as the tours of the USS *Alabama* and historic Mobile. If you have not had the opportunity to view them, please do so at <http://www.vp45association.org/reunions.html>. While there, take the time to vote for the location of the 2014 reunion. Voting will close this summer and we will announce the location this fall and begin planning our next event!

Additionally, we are in the process of moving to electronic distribution of both our Newsletter and the roster. For those of you who do not have an e-mail account, we will continue to provide you with traditional paper copies of both documents. All others will receive both documents via electronic distribution.

In this issue, you will find a letter from VP-45 Skipper CDR Mike Vitali. Skipper Vitali provides a detailed summary of the squadron’s deployment to Kadena, Okinawa and the many activities squadron personnel are involved in ... from operations to outreach activities with the local community. Skipper Vitali will relinquish command of VP-45 on 1 May while still on

deployment and we wish him success in his future assignments.

XO John Brabazon also sent an e-mail from in conjunction with CMC Ayers announcing a VP-45 Flight Engineer and In-Flight Tech Heritage Event currently scheduled for 20-21 June 2013 at NAS Jacksonville. As VP-45 transitions to the new P-8A Poseidon aircraft after deployment the squadron will be bidding farewell to both of these important rates by honoring the rich history of these two rates. Association members are welcomed to attend and we will provide more information as it becomes available via our website www.vp45association.org.

As always, we are interested in growing our membership base. If you are in touch with current or former squadron mates who are not members, encourage them to join and attend the next reunion. They can visit our website at <http://www.vp45association.org/membership.html> where they can join online via PayPal or print out an application and mail it to PJ Imhof. Also, if you are a member and are behind in your membership dues, please renew! You can go to the same webpage or send in the last page of this Newsletter with your check. Dues are \$15 for one year, \$65 for five years, or \$300 for lifetime membership. If you are 80 years of age or older, and have been a member in good standing for the past few years, you automatically qualify for lifetime membership. Just let one of the Association officers know and we'll make the necessary corrections to the roster.

Jack Keane, Secretary, VP-45 Association

FROM THE TREASURER

PATRON FOUR FIVE ASSOCIATION TREASURER'S REPORT

July through December 2012

Coastal Bank and Trust Beginning

Balance 7/1/2012 \$4,128.67

Income:

Dues	1,770.57
Donations	50.00
Reunion	3,076.05
Edward Jones	1,500.00
	6,396.62

10,525.29

Expenses:

Printing Postage	974.70
Website	540.61
Reunion	293.77
P-3 Print Project	1,684.83
Refund	1,261.37
Corporate Agent Fee (3-yr)	151.00

475.00

5,381.28

Ending Balance 12/31/2012 \$5,144.01

Edward Jones Money Market Account

17,003.41

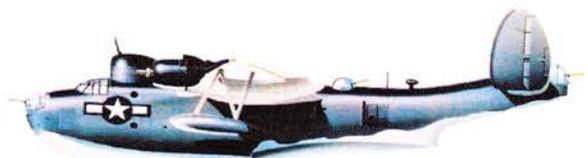
Interest income 0.35

Withdrawal 1500.00

Edward Jones Ending Balance 12/31/2012
\$15,503.76

Total Capital \$20,647.77

Patrick J. Imhof, Treasurer 1/26/2013





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From the Fleet



Pelicans past and present, Konichiwa from Kadena, AB Japan. The squadron has come a long way since the reunion back in October and is entering the fourth month of a sixth month deployment. It was such an incredible honor and tremendous opportunity for all of us currently serving

in the squadron to meet many of you back in Mobile, AL. Our Sailors continue to talk about the stories which were exchanged to this day and commented on the esprit de corps which remains even after many years of service with the VP-45. It allowed them to learn about our squadron history first hand from people who lived it. We now all have a greater sense of honor knowing we will represent all former and current members of the World Famous Pelicans during this 7th Fleet deployment. It was a special honor to announce AWO1 Oles as our Sailor of the Year and I can tell you he was surely surprised.

We began this recent deployment at a quickened pace in December 2012. We participated in two search and rescue (SAR) evolutions. One consisted of a four day detachment to the Philippines in the wake of Typhoon Bopha. The other SAR event was a few hundred miles off the coast of Okinawa and resulted in the rescue of 17 mariners who evacuated their sinking merchant vessel. The squadron celebrated Christmas in style at the Camp Shields All Hands club which included a Thanksgiving style dinner, lots of prizes and a visit by Santa Claus himself who delivered special gifts to AM2 Dew and AT3 Riley which included their CAP to First Class and Second Class Petty Officer respectively.

To date, the World Famous Pelicans completed five detachments to the Philippines participating in exchange flights, information sharing and community relations events in support of theater security cooperation objectives. These have been great opportunities for our Sailors to see the world and our junior officers to lead from the front!



LT Dark conducts a planeside brief with the AFP

We've also completed a detachment to Utaphao, Thailand in support of Exercise Cobra Gold. Additionally, we sent two combat crews and support personnel to Pierce, Australia in support of Exercise TAMEX.



CAC-8 on detachment in the Philippines

March 2013

From the Fleet

~ 1 ~



While sustaining these many detachments and at some times, 24 hour flight operations, our Sailors have also been able to experience the local Okinawan culture as well as support local schools and orphanages. The squadron also won the Kadena Captain's Cup for both volleyball and football. The bowling teams currently occupy 1st and 2nd place and basketball season is just around the corner!



VP-45 Sailors participate in Christmas event at a local Okinawa Elementary School



VP-45 Maintenance Team conducts a prop change on the #2 engine

Needless to say, the Pelicans continue to excel and make positive contributions in every area. The Squadron Change of Command is scheduled for 1 May 2013 here in Kadena. XO Brabazon will take the helm finishing deployment and leading the follow-on transition to the P-8 Poseidon. As the squadron transitions to the new platform, we will be bidding farewell to our Flight Engineers and In-Flight Technicians. The squadron will be celebrating the rich history of these critical crew positions during a Pelican Heritage Event on 20 & 21 June, 2013 at NAS Jacksonville. All are invited to attend with details to follow.

Fight to Fly, Fly to Fight, Fight to Win!

Skipper Vitali



From the Fleet



~ 2 ~



March 2013

GREETINGS FROM OKINAWA!



Please relay our appreciation to the VP-45 Association for staying in close contact while we are on deployment. The Pelican Team is executing 7th Fleet tasking and just passed the “Over the Hump” milestone. The Pelicans are on patrol.

Skipper Vitali, CMC Ayers and I intend to focus efforts to continue to grow the connections between VP-45 and the VP-45 Association. The Pelican Team had an outstanding experience in Mobile, and we look forward to sharing more memories in the future. Please consider this a DRAFT plan, but we would like to cordially invite the VP-45 Association to a VP-45 Flight Engineer and In-Flight Technician Heritage event in Jacksonville, 20-21 June 2013.

We have begun planning to have a few events over the course of two days that will, in some small measure, celebrate the history of these two rates in VP-45. As the squadron bids farewell to the present Sailors serving with distinction, we ask that the VP-45



Association participate in the celebration. This Heritage event will be the last squadron event prior to cold iron leave following deployment. As we finalize plans, CMC and I will absolutely keep you informed – please relay the best channels to

provide a formal invitation to the VP-45 Association with a detailed scheduled of events.

I hope this finds you well - please forward all correspondence to our XO / CMC Far East email accounts, as this will find us quickest:

john.brabazon@fe.navy.mil

ernest.ayers@fe.navy.mil

Very respectfully,

XO Brabazon; CDR John Brabazon, XO CTG 72.2 / VP-45

P-8 NEWS

Patrol Reconnaissance Group Commander Praises P-8A's Reliability

By RICHARD R. BURGESS, Managing Editor
Seapower Magazine (www.seapowermagazine.org)

ARLINGTON, Va. – The biggest improvement with the Navy's new P-8A Poseidon maritime patrol aircraft over the P-3C Orion it is replacing is the “reliability of the overall aircraft system,” according to Rear Adm. Sean S. Buck, commander, Patrol Reconnaissance Group.

Buck, in a Feb. 22 briefing to reporters and static display tour of the P-8A at Joint Base Andrews-NAF Washington, Md., said the P-8A is “very reliable, very capable” and that its air crews are “increasingly employing the aircraft under operational conditions.”

The Poseidon on display was one of two currently assigned to the first operational P-8A squadron, Patrol Squadron 16 (VP-16), based at Naval Air Station Jacksonville, Fla. The squadron is scheduled to make the P-8A's first deployment on Dec. 1, when it will take six P-8As to Kadena Air Base in Okinawa, Japan.

VP-16, commanded by Cmdr. Molly Boron, completed its transition from the P-3C in January. VP-5 has begun the transition, and will be followed by VP-45 in June. Buck said the transition schedule is designed to take a P-3C squadron returning from a Western Pacific deployment, convert it to a P-8A squadron, and then send it back to the Western Pacific for its first deployment. Boeing delivered the sixth and last P-8A in Low-Rate Production (LRIP) batch 1 in January and is building the seven P-8As in LRIP-2. When VP-16 deploys, the P-8A will be certified to use the Mk54 anti-submarine torpedo and the AGM-84 Harpoon anti-ship cruise missile. Certification to lay mines and fire the AGM-84K Standoff Land-Attack Missile-Expanded Response will await future deployments. Buck stressed that the P-8A is capable of prosecuting submarines at low altitude in a profile very similar to that of a P-3C, and that its high-altitude antisubmarine capabilities will be improved in later increments of development. Buck said the P-8A is plumbed for aerial refueling and crews will begin training for that capability in 2015. Boron said her squadron will retain 12 combat air crews for its six aircraft, as compared with 12 crews for nine aircraft in a P-3C squadron. The P-8A carries a crew of nine compared with a crew of 11 for a P-3C. The P-8A does not carry the two flight engineers and inflight technician of a P-3C crew, but adds an extra non-acoustic sensor operator. Lt. Frank Thomas, training officer for VP-16, said the squadron soon will receive its first "nuggets," new flight crew personnel with no prior experience as P-3C crew members.



Commander, Patrol and Maritime Reconnaissance Force

MPRF Warriors Past and Present



This is my third update on the state of the Maritime Patrol and Reconnaissance Force (MPRF). There are many developments and much good news to share.

But first, and not surprisingly, I find myself having to navigate the budgetary shoal waters that confront our Navy and MPRF community today.

The triple-threat of a year-long continuing resolution (CR) combined with sequestration and approaching national debt ceiling is already being felt across our Navy. Without a congressionally approved FY13 budget and operating under a CR, the Navy has already been forced to reduce maintenance and operations (OMN) accounts by \$4.6 billion this year to remain within FY12 spending caps. Moreover, if Congress does not address the automatic cuts caused by sequestration by the time it takes effect on 01 MAR 2013, our Navy will face an additional \$4.0 billion in across-the-board cuts to OMN to be taken in the 3rd and 4th quarter of this year. Adding insult to injury, Navy investment accounts are not immune and will be negatively impacted. Leadership will be looking for savings everywhere including new weapons systems like F-35, Littoral Combat Ship (LCS), P-8A Poseidon, and MQ-4C Triton Unmanned Aerial System (UAS). While we wait to fully understand the impact of these looming cuts on our MPRF Family of Systems (FOS), it is fair to say that there will be significant and immediate consequences to how we operate the force. I do not know with specificity how these potential cuts will manifest themselves, but without doubt they will affect our civilian workforce and our ability to operate forward while

concurrently training aircrews and sustaining readiness at home. Furthermore, the depth and breadth of these cuts will directly influence how long it will take to recover and whether we can continue transition to P-8 unabated.

In anticipation of a reduction in FY13 3rd and 4th quarter funding, we are making preparations for heavy rolls and have already taken steps to curb non-mission essential costs. For example, we have cancelled or postponed all conferences and suspended all travel not directly associated with MPRF operations. Regrettably, this places plans for the annual Fleet Air ASW Challenge and MPRF Symposium tentatively scheduled for this April in Jacksonville at risk. Rest assured that as soon as official guidance is received, I will pass it on. Information on Maritime Patrol Association organizational sponsored events can be found on the MPA website: www.maritimepatrolassociation.org/symposium

Now, as promised, some good news on the state of our MPR force.

P-8A Poseidon: Our first transitioning squadron, VP-16, successfully completed P-8A transition and was certified safe-for-flight (SFF) on 25 JAN 2013. The squadron has begun the advanced readiness program (ARP) for tactical combat aircrew training in preparation for the first P-8A deployment to the 7th Fleet AOR in DEC 2013. This includes participation in fleet exercises as recently demonstrated by VP-16 crews flying P-8A on multiple events in support of USS Kearsarge COMPTUEX and conducting the first P-8 Fleet TORPEX's later this month. The Mad Foxes of VP-5, the next squadron to transition, have started P-8A training and are currently conducting simulator, aircraft-on-ground events, and maintenance training. Barring unforeseen cuts to the P-8A flight hour program, VP-5 will begin their ARP in JUN 2013 as the third squadron, VP-45, begins their transition.

Achieving another P-8A milestone, the fleet accepted its sixth and final Low

Rate Initial Production I (LRIP-I) P-8A aircraft in Jacksonville on 31 JAN. VP-16 now has custody of two jets complete with their distinctive "tail feathers" and better yet, will own these two aircraft for the foreseeable future. The squadron will receive an additional four jets between now and their deployment. The P-8A LRIP II buy is fully funded and the program manager (PMA-290) will deliver seven more jets in 2013 with the first of this second lot arriving at NAS JAX in mid-March; additionally, eleven LRIP-III jets are on contract and planned for delivery in 2014. The Fleet, OPNAV, NAVAIR, and Industry teams have delivered all aircraft on schedule and I am pleased to report that the aircraft weapon system is meeting or exceeding expectations.

The jet is extremely reliable maintaining a 93% ready for tasking (RFT) rate and, with a few exceptions, surpassing P-3C AIP performance on station. The test community has given the aircraft a thorough wringing out and correction of observed deficiencies, particularly in ASuW and ISR, are well underway. While initially hampered by an array of temporary flight restrictions (TFRs), NAVAIR and the testers have been continuously gathering aircraft performance data which allow us to gradually expand the flight envelope. The Fleet is also ensuring that mission system related deficiencies are addressed based on a formal capability prioritization process (CPP) that assures resources are expended first on those items most important to the war fighter. Future capabilities and improvements have been marked for introduction through planned Increment 2 and 3 upgrades, which will address among other items a new mission computing architecture. To support this future capability, NAVAIR will soon release a Technical Development RFP to industry. But most encouraging in the near-term is the anticipated on-time callout of initial operational test and evaluation (IOT&E) by VX-1 later this month followed by a formal test report in late spring. It is expected that the IOT&E report will lead to a Full Rate Production decision by the Defense Acquisition Board (DAB) in JUL 2013.

Bottom-line for P-8A Transition is that while I remain confident that VP-16 will deploy 12 combat ready crews and six jets in December 2013, there are a few watch areas that have my full attention. Specifically, industry must deliver on promised improvements in simulator fidelity next month with a planned Weapons Tactics Trainer (WTT) software upgrade. Without greater WTT fidelity, VP-16 will have to shift more readiness to the aircraft which is only a viable option today, because of the number of jets on the flight line in Jacksonville. After VP-16 deploys to the western Pacific with six jets, this work around is no longer available. Secondly, I am closely following the pre-staging of P-8A spares and support equipment in 7th Fleet prior to December's deployment. The Integrated Process Team (IPT) is working the issues hard but there are challenges to moving the necessary pieces in a timely manner from the pool of limited stateside resources. I have asked the Program Manager to investigate various options to mitigate and reduce the risk and am confident that we will resolve these challenges soon.

The CPRG team is not going it alone in this transition. The accolades are a result of a tremendous team effort. I would like to recognize our professionals in logistics, maintenance and TacMobile that are making this transition safe and operationally effective. Our CPRG, VP-30, and NAVAIR maintenance team did a superb job this past month of providing support and oversight of VP-16 with their P-8A SFF certification. They are continuing their close collaboration by ensuring all governing P-8A publications, tools, spare parts, and ground support equipment are in place to support first deployment. Additionally, the VP-5 maintenance team has begun P-8A training and is leveraging the lessons learned by both VP-30 and VP-16. We are learning more about this aircraft and its employment every day.

MQ-4C Triton UAS: Last summer the formal name for the MQ-4C of "Triton" was announced as well as the roll out of the first air vehicle. Since that time the

program has experienced several firsts. Successful engine starts and a taxi test were conducted in the fall and earlier this year the program conducted a Flight Readiness Review in support of first flight that is now targeted for the late March early April timeframe. Last month, OPNAV Notice 5400 was released establishing the first MQ-4C Triton squadron formally known as Unmanned Patrol Squadron One Nine (VUPRON ONE NINE) to be based at Jacksonville, FL and Unmanned Patrol Squadron One Nine Detachment Point Mugu (VUPRON ONE NINE DET MUGU) to be based at Pt Mugu, CA. VUP-19 is the first of two planned MQ-4C Triton squadrons and will initially support 5th Fleet, 6th Fleet, 7th Fleet, U.S. Fleet Forces Atlantic Operations, Commander Task Force 20 operations, and when tasked support Northern and Southern Command operations.

The MQ-4C Multi Function Active Sensor (MFAS) radar recently completed its 18th flight on our contractor provided surrogate test bed. Maritime-surface-search (MSS), inverse-synthetic-aperture radar (ISAR) and SAR modes have been tested with successful radar correlation to AIS truth data in the MSS mode; stable performance, track rates in the ISAR mode and high quality spot SAR images in the SAR mode. MFAS testing is planned to continue through May 2013 as the program preps for an Operational Assessment later this year.

In November the program met and briefed many Australian military senior leaders: Requirements Lead, Air Command, Capability Requirements Group, Customs and Border Protection, HQ Joint Operations Command, and Chief of Air Force. Since that time we have been working with the Australian Department of Defence (ADOD) to establish a formal relationship in much the same way as we did with P-8A. Those efforts have resulted in a decision to formalize our relationship by Australia. A Formal Letter of Request signing will be announced at a ceremony planned to take place at the Avalon Airshow later this month and will mark the entrance into a

Foreign Military Sales (FMS) Planning Case with the Australians in 2013.

Despite significant budgetary pressures, MQ-4C Triton continues its march toward IOC in FY16. As an adjunct to the P-8A, and fulfilling a planned execution of 30% of MPRF's total ISR requirements, Triton is a solid member of our Family of Systems and key to future MPRF operations and organizational structure. The Triton Fleet Introduction Team (FIT) is developing the training module and PQS in preparation for the arrival of Pre Establishment Unit (PEU) personnel that will begin arriving in early FY14.

Broad Area Maritime Surveillance - Demonstrator (BAMS-D): Our originally planned six-month demonstration of BAMS-D operations in support of COMFIFTHFLEET continue in the 49th month (beginning our FIFTH year) of the deployment. Since deploying to CENTCOM in Jan 2009, BAMS-D has completed 394 sorties totaling over 7958 hours in support of combat operations (as of 7 Feb 13). BAMS-D deployed aircraft availability is approximately 93% and since first flight for the program in Oct 04, the system has completed 630 sorties totaling over 9594 hours. This past fall, a second BAMS-D air vehicle was positioned forward to serve as a ready-back up for the primary mission UA should that need arise.

TacMobile (TOC/M-TOC): TacMobile, consisting of our new Tactical Operations Center (TOC) and follow-on to the TSC, has already proven itself indispensable by keeping up with and supporting P-8A test, transition and "real-world" P-8A operations. Just as our ground pounders are preparing for a 7th fleet deployment, the CPRG N6/PMW-750 teams are busily beginning the P-8 gear-set install for TOC Kadena and MOCC West Pac in April of this year. This is the first permanent Fleet TacMobile equipment set delivery that supports the P-8A Poseidon outside of Jacksonville. I cannot stress enough how important it is that P-8A GSE, spare parts, and a functioning command and control network and data backbone be delivered ahead of the aircraft deploying

to an AOR. The 2.1 TacMobile delivery will ensure the ability to operationally disperse and support P-8A in an expeditionary capacity anywhere in the 7th Fleet AOR. Simply put, the aircraft does not fly without the resources and support of our maintainers and TacMobile teams.

P-3C, EP-3 and SPA: Our P-3C Orion inventory continues to improve with increased aircraft availability and addition of new systems such as the C4 for ASW suite and the Multi-Static Active Coherent-Acoustic Processor Tech Refresh (MAC-APTR). These two systems offer increased connectivity, situational awareness, and ASW capability, and are integral to P-3C "Best of Breed" aircraft. With 84 of 132 P-3's available on the flight line today, we are better postured than at any time since the initial red-strip in 2004. The challenge will be to sustain an inventory of legacy aircraft that approaches required squadron allocation through eventual retirement.

There has been a lot of Fleet interaction between VP-30 and Maritime Patrol and Reconnaissance Weapons School (MPRWS), which recently completed FIUT/ARP review at CPRW-2, CPRW-10, and VP-16. Additionally the MPRWS conducted a C4ASW FIT for VP-9 and VP-30, convened the Tactical Upgrader Course (TUG), and our ordnance team conducted Conventional Weapons Refresher Training for VP-1 and VP-47. Last month, VP-30 conducted quarterly WTI DCO with CPRW-11 which included briefing initiatives in Fleet Synthetic Training and participated in the Air Land Sea Application (ALSA) Center re-write of Combined Air Operations in Maritime Surface Warfare. Our FRS and MPRWS team continues to define the tip of the spear through P-8A MPRWS interaction in the development and integration of HARPOON surface warfare capability that should help ensure VP-16 is given the right tools to execute deployment in December. Also, VP-30/MPRWS crew recently got on the road to NAS North Island in support of VX-1 testing of Acoustic Processor Technical

Refresh with Multi-Active Coherent (APTR/MAC) operational test. This capability will bring significant improvements in broad-area ASW search. In a testimony to the adaptive nature of our force, during their first flight event, the crew identified a suspicious vessel near the test operating area and maintained contact until the Coast Guard arrived directly contributing to the interdiction of a large illegal drug shipment. It's always nice to be lucky, and we are lucky when we stay ever vigilant and observant.

In an effort to simplify readiness for deployed aircrew while maintaining ASW exposure and proficiency, the P-3 Capabilities Based Matrix (CBM) has been revised and codified inside the Wing Training Manual. The revisions will allow increased flexibility for deployed squadrons and leverage recent additions of devices such as the Portable Aircrew Tactical Team Trainer (PACT3). LSRS qualifications and training were also added to the new WTM. The P-8A WTM was also released coincidental with the revised P-3C WTM in time for VP-16's F RTP start.

VQ is also demonstrating positive trends in available inventory and employment using a more traditional VP deployment model. With 8 of 15 EP-3's available on the flight-line, our fleet of Aries II aircraft is more capable than ever. The MQL-II (Mobile Quick Look) arrived at the Advanced Prototype Facility (APF) at NAS Patuxent River, MD for system integration and test in December 2012. Additionally, Remote Operation Capability (ROC) Phase I demonstration was successfully completed that same month. The demonstration included operators controlling a collection of specialized equipment located in the Integrated Test Facility (ITF) NAS Patuxent River from a remote location. The controlling data commands and intelligence products were successfully passed via encrypted Over-the-Horizon (OTH) data links. This functionality is critical to migration and integration of unique capabilities to P-8A and MQ-4C Triton Unmanned Air System to fully realize the envisioned Family of Systems.

Summary: In closing, I want to assure you that in light of external budget pressures and near simultaneous introduction of multiple new weapons systems and MPRA capabilities, safety remains my number one focus. People are the one resource that we cannot afford to squander and every programmatic and operational decision is weighed against the near and long term impact to our Sailors and their families. It is clear that the Navy is in for rough seas ahead and personnel tempo will likely increase. While I am confident that the next round of deployers will go over the horizon on time and well trained, it is unclear what will happen after that. Yes, there are challenges both external and internal that must be met but I am confident that the same extraordinary high level of performance that has defined us from the early days of Maritime Patrol Aviation, will serve us well today and tomorrow. Make no mistake; I will not support any course that unduly places our people at risk either physically or professionally. Whether VP, VPU, VQ, or VUP; we are one force with a common history and bond unique to Naval Aviation. We will do more than persevere; we will succeed.

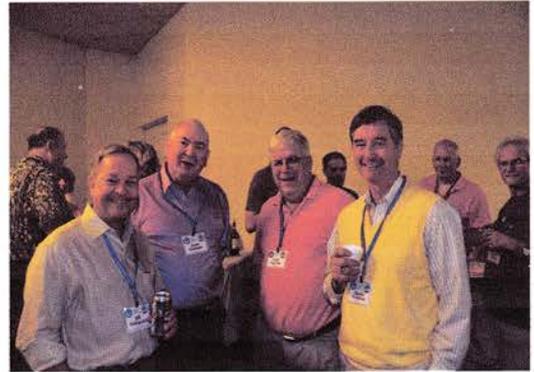


PATRON 45 - 2012 REUNION RECAP

Mobile, AL ~ October 17th – October 21st, 2012

Although an understatement, Dick Gray and the others on the reunion committee could not have done a better job of planning and executing the VP-45 Association's 2012 Reunion. Mobile is a beautiful city and the weather was terrific. Our reunion included a day trip to Pensacola to the *National Museum of Aviation*, the opportunity to tour the *USS Alabama* and visit *Bellingrath Gardens*.

One of the most important events was the "Welcome Aboard "Icebreaker". Myths and legends had grown since our last reunion as the clock was turned back.



On Friday, a contingent of "Pelicans" descended on one of the largest aviation museums in the world, the National Naval Aviation Museum in Pensacola, Florida. With the newly opened Hangar One, our group had the opportunity to see over 170 vintage aircraft. While we had a guide, one of our members, Mort Eckhouse, who volunteers at the Museum, added color commentary to an excellent tour. We had a lunch at the famous Cubi Point bar and the quick trip back to Mobile.



On Saturday morning, bright and early, the Pelicans conducted their Semi-Annual Patron 45 Association Members Business Meeting, the minutes of which are earlier in this Newsletter. Two very important philanthropic actions were taken. One was to provide a scholarship for a student to attend the National Flight Academy at the National Naval Aviation Museum in Pensacola. The other contribution was to support one of our members, "Doc Bob" Meaders, and his charity. His thoughts are recounted below:

You are Great Americans, VP-45 'survivors'.

A more generous, patriotic and thoughtful group would be hard to imagine. I am proud to have been a part of VP-45 (and even VP-46 and the Coasties of Bermuda). I hope fate allows me to attend this year's reunion and swap sea-stories (and maybe even a stretched truth or two) with valued friends.

Your \$1000.00 donation helps make it possible for us continue to providing our fighting men and women with the blast & impact protecting helmet pad upgrade they ask for, deserve and need. Over 67,900 combat troops have benefitted from such generosity to date. You are carrying forward the grand tradition of veterans taking care of those who follow in our footsteps and beyond. Our warriors risking life and limb outside the wire in Afghanistan (and all of us at Operation Helmet) are in your debt.

Head injury and brain damage from explosives have been the leading causes of death and disability in our combat troops. While all branches of the military finally agreed to supply shock-absorbing helmet pads just prior to and following our testimony to Congress in 2006, they later switched to the **cheapest** and **not the best**, helmet pads for our combat troops. We have pointed out to them errors in the tests, scientific and human factors, claimed as reasons for 'going cheap' with less sophisticated GI (Government Issue) helmet pads.

The new, hard and uncomfortable GI helmet pads can pass the same laboratory tests for impact attenuation, but cause migraine-type headaches when worn during combat missions or convoy operations. When helmets cause headaches, troops

take them off or loosen the chin strap for temporary relief. That proves deadly when the unpredictable and ever-present IED's, RPG's or other forms of violent ambush occur. The 'new' GI helmet pads also make the helmet unstable, made worse with the addition of all the gear now worn on brain buckets...night vision gear, cameras, communication gear, etc. The harder pads also increase brain damage from the invisible but deadly blast waves our troops face during combat missions; the ones you help us send add sorely needed protection.

The military claims a small cost savings from using cheaper, harder helmet pads. This is false economy. The lifetime care of just ONE warrior disabled from a blast/impact brain injury exceeds \$2.7 million, plus they are lost to their families and to society. Compare the \$35 apiece we pay for the upgraded helmet pads.

While new helmet 'shells are being fielded, the same hard, unyielding helmet pads are still being issued, meaning what you help us provide amounts to a life-saving program Thank you. Know that all of your donation goes to the troops, as we're all veterans/volunteers and take no salaries or fees from donations.

Until they all come home, we are here to serve our combat troops. The number of troops who have received the potentially life-saving helmet pads is graphically demonstrated by the photograph below which shows 68,000 people in one place. Interestingly enough, that's the same number of combat troops currently in Afghanistan. Here's a recent email from a Marine dedicated to bringing his battle-buddies home safely:

BEFORE MY LAST DEPLOYMENT WE HAD THE CIF ISSUE PADS AND THEY GAVE MY ENTIRE PLATOON HEAD ACHES. SO MY PLATOON COMMANDER DID SOME WORK AND GOT A BOX FOR MY PLATOON (from Operation Helmet) AND THAT WAS THE GREATEST GIFT HE COULD HAVE GIVEN US. NO MORE HEAD ACHES AND MORE CONCENTRATION ON THE ENEMY. NOW I WANT TO OUTFIT MY COMPANY WITH THEM SO WE CAN HAVE THE SAME COMFORT IN ORDER TO HAVE MARINES FOCUS ON THE ENEMY AND NOT A HEAD ACHE. Thank you again, "Doc Bob"

**Operation Helmet, c/o Robert H Meaders, MD
CAPT, MC, USN-Ret; 74 Greenview, St,
Montgomery TX 77356**

www.operationhelmet.org

An all-volunteer 501-c-3 Charity: EIN 20-1756585
Ph: 936-449-9706

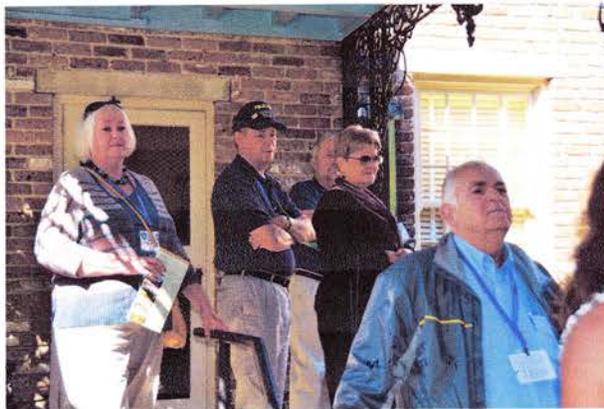
Here are some pictures from the Annual Business Meeting as President "Buck" Jones bid farewell to a standing ovation.



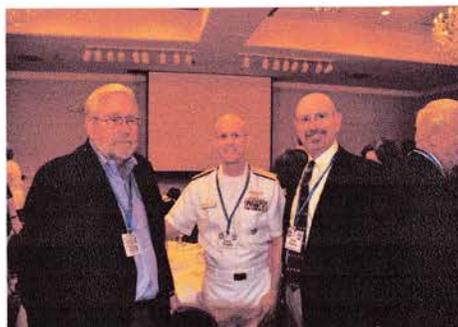
That afternoon, the Pelicans split into two groups. The first group visited Battleship Memorial Park on the waterfront in Mobile. The tour included exploring the Battleship USS Alabama, the recipient of nine WWII Battle Stars, the submarine USS Drum, Vietnam and Korean War Memorials, many other tanks, artillery, patrol boats and spy planes. It was an exciting afternoon.



Nowhere in the world is floral beauty more concentrated than in the internationally famous *Bellingrath Gardens*. A large contingency from the Pelican nest visited the gardens and were treated to the rare beauty located on the grounds of the home of *Coca Cola* magnate, Walter D. Bellingrath. Tour participants saw hydrangeas, salvia, marigolds, alyssum, dahlias, Mexican heather, pansies, fuchsia baskets and geraniums in full bloom.



The culmination of our reunion was the VP-45 Association Pelican Banquet. Highlights of the banquet included a keynote address by RADM Brian C. Prindle, USN, a presentation of the beautiful Wenman P-3 print to RADM Prindle, to CDR Vitale and the contingent from our active duty squadron, and to the families of the crew who perished in LN-9 in Argentina, Newfoundland in 1963. It was an evening filled with memories revisited and new memories created.

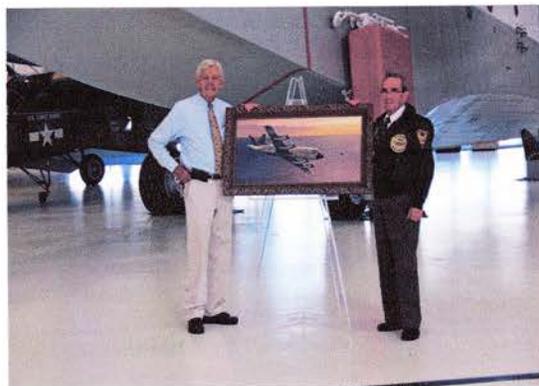


PRE-BANQUET RECEPTION

PRESENTATIONS



VADM Massenburg presents LN-9 Painting to CDR Vitale, CO, VP-45 and the Squadron Complement



VADM Massenburg and RADM Prindle make presentations to the surviving widows of LN-9 and Mort Eckhouse presents the original painting to CAPT Bob Rasmussen to be hung at the National Naval Aviation Museum

VP-45 ASSOCIATION YEAR GROUP PICTURES



1940s



1950s



1960s



1970s



1980s



PRESENT DAY

VICE PRESIDENT AND REUNION COORDINATOR COMMENTS

The 2012 Reunion in Mobile is behind us and it is time to be looking and thinking of where we want to meet in 2014! Information on how to submit your choice is listed elsewhere in this Pelican Post. Be sure to pass your thinking along so we get as many inputs as possible.

Now back to Mobile. As those of you that were there know, we had a pretty fair turn out! The Squadron REALLY went out of their way to join us and to strengthen the connection between the Association and the Active Duty folks. The CO, XO and CMC certainly brought over as fine a group of Sailors to the Reunion as any of us had ever seen! We all felt that our Sailors are as good or better than when we in the Association left the Active Duty Navy.

Thank you Skipper Vitali, XO Brabazon, and CMC Ayers for your generous help in all you did to make everything come together! Much Appreciated.

I need to insert a disclaimer here. I know some folks commented on their survey that the Hotel was below their expectations in one way or another, and felt that MRP (our Reunion Company) could have done better. I must advise you that we chose the hotel, not MRP, based on numerous factors we were considering at the time. I attempted to take care of any/all issues that I was made aware of during the Reunion, and I certainly apologize for any inconvenience and/or problems any of you may have encountered.

If you have any thoughts, suggestions, and/or recommendations on the 2014 Reunion that you would like to pass to me, please do so. My email is dickgray@brooksendway.com and is listed in the Roster. You can also make any recommendations you have along with your "Location Vote". We certainly appreciate them, and will consider any/all suggestions we receive from you.

Thank you all, you are certainly an outstanding group and I am proud to serve you!

Dick Gray



VP-45 Association 2014 Reunion Location Survey

Please help us choose a location for the next VP-45 Reunion by filling out this short survey form!! You must be a current member to vote. Please only vote once. It is anticipated that the Reunion will be held in the fall of 2014.

* Required

Top of Form 1

&&

FIRST Choice * Choose only one

- Jacksonville, Florida
- San Diego, California
- San Antonio, Texas
- Tucson, Arizona
- Honolulu, Hawaii
- Nashville, Tennessee

SECOND Choice * Choose only one

- Jacksonville, Florida
- San Diego, California
- San Antonio, Texas
- Tucson, Arizona
- Honolulu, Hawaii
- Nashville, Tennessee

Please enter your first name. *

Please enter your last name. *

Association Members: Please, in the space below, give us your email address and any other information in the Association roster that may have changed. You may also go to the Association website (http://www.vp45association.org/form_membership.html) to submit this information.



Registration Form

for the PATRON FOUR FIVE ASSOCIATION

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

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

Roster Information

(Rosters are for private use by Association members ONLY)

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

Squadron Duties/Billet Data

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

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

How did you learn about the association? Who contacted you? _____

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