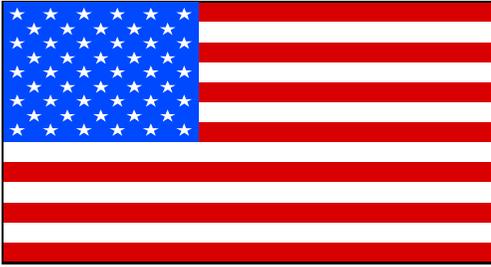


# VP-1 POP's



## PatRon One P-3 Orion Pioneers

NEWSLETTER #4

OCTOBER 1999

### ORION'S ATTACK

*From the European Stars and Stripes  
By Jon R. Anderson, Sigonella bureau*

For AO2 David Mattlack, it was all about seeing the P-3Cs coming back "slick". Mattlack, an ordnance handler at Sigonella's Naval Air Station, was all too accustomed to loading missiles every day, only to unload them again when the big Orions returned to base. So he could scarcely believe it when he saw the first P-3 return without any of the long-range Standoff Land Attack Missiles (SLAMs) he loaded earlier.

"It was breathtaking," Mattlack said.

The big, lumbering plane — far from what most would consider a warplane — had come back slick. And while the jet jockeys stole most of the show in the air war over Yugoslavia, a small group of aviators flying aboard an oft-forgotten P-3C Orion had quietly made history.

Not since Vietnam had the venerable maritime patrol aircraft fired a shot in anger. Indeed, the 1960s vintage aircraft was designed to stay aloft over the high seas and keep an eye on ships and submarines. Sure, they could fire torpedoes and some other ordnance, but they rarely did. And attacking land-based targets — unheard of.

But in the midst of NATO's three-month aerial onslaught, thanks to some recent refitting and some new high-tech gear, Orion crews launched 14 missiles at Yugoslav forces, often attacking mobile anti-aircraft units.

"The big key is that we can stay on station for hours and hours," said Cdr. Rich Goodwyn, commander of VP-10. The squadron, known as the "Red Lancers," is home-based in Brunswick, Maine.

Because the Orion's endurance allows it stay aloft for over half a day at a time, 11-hour flights being standard, that meant air campaign controllers at NATO's Combined Air Operation Center in Vicenza, Italy, could send the P-3Cs in when mobile surface-to-air missile targets suddenly presented themselves.

Only recently fitted to carry the SLAMs, the P-3s became a perfect option for dealing with the high-value — but often dangerous — targets. "The Standoff Land Attack Missile and the P-3C are a match made in heaven," said a strike planner at the targeting cell in Vicenza. "When a mobile SAM vehicle was spotted, the first thing I checked was the location of the nearest P-3C with SLAMs aboard."

Although other aircraft can carry SLAMs, only the P-3C can re-program them in flight, with missile still underwing, that is. The P-3C can also carry up to four of the missiles at a time. "An F/A-18 can carry SLAMs," Goodwyn said, "but it can't carry that many."

Navy officials are tight-lipped about when the Orions attacked and how deep into Kosovo they struck. Still, the crews are excited to have been part of it all. "It was just like we trained, so when it was happening it was like, 'OK, what's next?'. And then you moved on to the next thing," said Lt. Todd Finkler, a P-3C pilot. "It didn't really hit you until after you got back."

Along with the new gear that allows the P-3C to shoot SLAMs comes a host of long-range surveillance cameras and radar that can pierce even the darkest nights. The plane's advanced radar systems are even able to display the shape of ships and shoreside structures using synthetic

aperture technology, which collects the echoes from many radar pulses and processes them into a single radar image.

A few days before the NATO air-strikes began, VP-10 was ordered to begin 24-hour carrier battle group protection operations. "For 93 days in a row, we had aircraft in the air continuously for 99.9 percent of the time," Cdr. Goodwyn said. In the end, the mission translated into more than 400 sorties, with squadron pilots logging about 4,000 hours of flight time, Goodwyn said.

A mission like that, though, only seemed natural to one radar operator. "Historically, we've always been the eyes of the fleet," said Petty Officer 1st Class Scott Tolbert. "Even now, the carrier is gone, but we're still here doing our thing."

*By E.L. "Willie" Williams, AMSC, Ret.*

Aloha Squadron Mates — Things are progressing smoothly for our upcoming reunion in May 2000. The gathering is set for the weekend of the **5th, 6th and 7th of May**. ~~We are pretty~~

### REUNION INFO

well laid back down here in the Florida Panhandle so all events will be in informal attire. You won't have to put out any big bucks for fancy evening gowns, tuxedos, cocktail dresses, new suits, and so forth. That should leave everyone with more spending money for more important things — like booze, food, friends, and socializing. I'll see that there is a stock of large Band-Aids on hand at the 'duty office' for those who might need their head held together in the morning. As I've said for years, "I never had a bad night — but oh, those mornings".

Now you know why they called me "Band-Aid Willie". Don Grove has the prices for all our scheduled reunion events so I won't repeat them in this article.

Here's the important information you need to know. The motel we'll be using as our headquarters is the **Comfort Inn** located at **3 New Warrington Rd.** The toll free phone number for this motel is **1-800-554-3206**. The cost of rooms will be \$55.00 per night, plus a 7½% sales tax, which comes to **\$59.13 per night**. These prices are firm and won't change. Also, the motel manager has assured me that if any of you arrive early or stay beyond Sunday, May 7th, you will still be charged the same price. It is your responsibility to make your own motel reservations. The motel is conveniently located for all of our planned activities. It's a very nice motel with a large meeting room that we'll use as our hospitality room, hereafter referred to as the 'duty office'. They furnish a free continental breakfast each morning; there are refrigerators in every room; microwave ovens are available; cable TV; and a nice outdoor pool. They have a 15-passenger van that we can utilize for trips back and forth to the airport. No charge for this van.

They also have a cocktail lounge, called "Boomerzz", on the motel grounds that may come in handy for socializing with old friends. The commercial area around the motel boasts many eating establishments, including a Chinese and a Filipino restaurant, an Oyster Bar, and all types of seafood places. Across the street from the motel is Barnhill's Country Buffet. The food there is very good and reasonably priced; around \$5.60 for lunch. Tina, my spouse, and I eat at Barnhill's quite frequently.

While here, for those qualified, always ask for senior citizen discounts. Most places will take some off of your bill. As for extracurricular activities, we'll have numerous brochures and maps concerning things to do in the local area. You will find that most of them are free, or relatively inexpensive. This information will be available in the 'duty office' at 'our' motel.

If you are arriving at Pensacola by air, there are many car rental agencies right at the airport. The airport is

about 10 miles from 'our' motel with pretty simple driving directions. I'll include these directions in the next newsletter. In fact I'll have more detailed information in that article after I find out more about everyone's plans. If you have specific questions that you'd like answered, just e-mail me at "Willie4902@aol.com", call me at 850-455-6703, or write me, E. L. Williams, 4902 W. Jackson St., Pensacola, FL 32506.

Our Friday night banquet will be at the Crosswinds Club at the Corry Technical Training Center, (for you old timers, it used to be Corry Field). This club is located only about 500 yards from 'our' motel. We will partake of a gourmet buffet dinner, followed by a memorial service for our departed squadronmates, comments from our master-of-ceremonies, maybe some door prize drawings, and last, but not least, dancing to live music. Informal attire, please. All you old timers (not me) bring the Geritol so you can kick up a storm out on the dance floor.

Our Saturday picnic at the Naval Air Station's Oak Grove Picnic Area will begin around 1100 hours. Located on Bayou Grande, this picnic area is equipped with electricity, rest rooms, picnic tables and barbecue grills. Bring your bathing suits, shorts, and suntan lotion; enjoy the beach — paddle boats and canoes are available for rent — and bring your appetite. Lots of good food, cold beer and soda — also live musical entertainment. Man, I love that music while drinking cold beer out in the fresh air and sunshine down by the water.



Our Sunday brunch will be at the Lighthouse Point CPO Club, right on Pensacola Bay. A beautiful club with a beautiful view. Brunch will probably go down around 1000 hours. After filling our tummies we will have a guest speaker (no, not me) addresses us. This will close out our scheduled activities. I'll have more detailed information for you concerning the time, and the identity of our guest speaker in the next newsletter.

What we here in Pensacola need to know now is how many will be attending each event: the Friday banquet; the Saturday picnic; and the Sunday brunch; so that we can finalize arrangements. The clubs need to know how many people will be attending so they know how much food to prepare, number of staff to have on hand,

and so forth. You can give us that information by sending payment for the events you'll be attending to our treasurer, Don Grove, as soon as you can. We hope it's possible that everyone can make it to all three of our weekend functions, because, I promise you, it will be a reunion festival you won't forget. Enjoy Pensacola, the home of Naval Aviation!

**DidJaNo** - The white 'silver' sands of the Gulf Coast beaches in the Pensacola area are 98% quartz — and squeak when trod upon.

**Hello Duffers** — This is being written under protest, but by the direction of 'Admiral' (Willie) Williams. He has assigned me the demanding task of organizing the "Golf Match" for the Y2K reunion, which is scheduled sometime in the year 2000. Tom Nunno has also been assigned as my assistant, but 'Admiral' Williams will ensure that everything we do is approved by him. In any event, all of you

## GOLF ANYONE?

"duffers", which Nunno and I profess to be, have plenty of time to consider this possible undertaking, borrow some sticks, save a couple of bucks, and ensure that you have the wife's blessing. I may have to caddy for 'Admiral' Williams, but I am looking for an alternate for his caddy. When the date, time, and place is determined, and approved, I will furnish all the data and costs. Oh yes, being part of the old school, women are invited to participate, and the policy of 'don't ask — don't tell' is also in effect. And one other item — things haven't changed — Tom Nunno informs me the schedule will be late.

*Sincerely, Mardy Lewis (and approved by 'Admiral' Williams).*

**DidJaNo** - The bar from the old NAS Cubi Point Officers' Club is now at the Naval Air Museum at Pensacola. One can enjoy a toddy there — or even sit down & have lunch.



**Submitted by M. E. 'Foots' Huston**

Log Book Entry 11/25/72  
P-3B BuNo 153422

Cubi Point - a few days after Thanks-

Following is a list of those who have paid their membership fee of \$10 for the 2000/2001 biennium: Jack **ADAMS**; Marty **BECKER**; John **BERGER**; Gary **BLOCKER**; Al **BURCHI**; Steve **CARY**; Ernie **CHIUCCHI**; Mike **COLE**; J. O. "Tex" **COLEMAN**; Mark **DEICHERT**; "Swede" **ERICKSON**; Stan **FROSBUTTER**; Dan **GARRISON**; John **GAUKEL**; Vance **GAY**; Don **GROVE**; Richard **HAGLUND**; Ken **HILL**; Mike **HOLPUCH**; "Bert" **HOWARD**; Ricky **HUNTER**; M. E. "Foots" **HUSTON**; E. B. "Ben" **JOHNSON**; Paul **JOHNSTON**; Grant **KEELER**; Mike **KELLEIGH**; Dave **LARSON**; Jim **LUPER**; Donn **McKINNON**; Bob **MOILANEN**; Ron **MONTGOMERY**; Tom **OLSON**; Johnny **PEREZ**; Vic **PESCE**; Greg **PIERCE**; Dave **QUAYLE**; Frank **RAYNOR**; Barkley **REED**; Larry **RICKMAN**; Rick **SALAS**; Stu **STEBBINGS**; Dan **TRUAX**; and Lance **WEDELL**. If your name is not listed above please send your dues for the next biennium to: VP-1 POPs, c/o Don Grove, 2024 Briarwood Dr., Oak Harbor, WA 98277-8546. Our dues for membership in this elite group amount to \$5 per year, but, for less hassle for you and me both, are collected only every other year. The initial round of dues paid for calendar years 1998 and 1999. The \$10 fee being solicited now pays your dues for the years 2000 and 2001. Those who have joined the VP-1 P-3 Orion Pioneers since June of this year had their dues applied to the 2000/ 2001 biennium. If your name is not listed here, and I don't receive your dues soon, your membership in our association will expire with the end of 1999. If I've made a mistake in computing your dues please contact me by mail, by phone at (360) 679-6161, or by e-mail at "groovy@whidbey.net".

giving. I had just returned from emergency leave, and was anxious to get back in the air. The schedule called for a "DFW" (dedicated field work) and an area check-out for the new XO, 'Goose' Gesling. Now-a-days I don't remember the crew, but I'm sure the guys on board will recall the following events. More than likely it was a minimum crew.

We flew over to Clark AFB to shoot some touch and goes — it was pretty apparent to all of us that our new XO was no stranger to P-3's — he was a master! We had been in the pattern at Clark for half an hour or so when the tower folks asked, "What's the minimum runway you need for that aircraft?" We answered that we could usually land in less than 3000 feet if we really tried, but we would need more than that to take off.

The question then got more specific - "Could you take someone to an airport with a 4500' runway?" We huddled our heads together, asked a few questions, and finally said, "Yeah, we can do that. Why?"

It turned out that a young girl had been bitten by a rabid monkey and was extremely allergic to the only available medicine. There was an alternative medication, but it was not available at Clark. The only source in the Philippines was on the island of Negros, 300 miles, or so, to the south. By the time the alternative medicine

could be shipped to Clark, the girl could be in grave danger, or worse! They asked us if we would take a doctor down to Negros to pick up the serum? Of course, we said yes.

I don't remember the name of the airport, and I don't have access to the right charts to get all the data, but I do recall that it was right on the beach, and the runway was perpendicular to the waterline. Other than the beach, palm trees surrounded the airport on three sides. We made a low pass and determined that the runway did, in fact, look okay. We came in over the beach and the 'Goose' really wowed us with his short-field landing. As we rolled out at the end of the runway, we could see the local officials waiting for us at the "terminal" — a thatched roof supported by four poles — no walls! And the ramp looked like something only Dan Truax would taxi onto! No way we were going to attempt that — this was NOT Manila! We decided that we wouldn't shut down any engines — if a starter failed, we could not get out of there on 3 engines. We judiciously backed and maneuvered the airplane onto the opposite end of the runway, heading out to sea.



In the meantime, the Air Force doctor went over the side, and came back on board with a cooler containing the needed serum. We closed the hatch and went over the numbers once more. This

was going to be a max effort take-off. At our weight and the existing temperature, we would need about 4495 of the available 4500 feet of runway!

But wait! Our arrival had apparently attracted everyone within several miles, and they were all lining the edge of the runway to watch our departure! Now the P-3 is a pretty big bird, and those outboard props were damn close to the edge of the runway! If we took off we would be dangerously close to lots of spectators! We opened the door once more, and asked the local officials to move the crowds away from the runway, preferably back to the tree line. They were glad to oblige.

As you have probably guessed by now, we made it out okay. There seemed to be no runway left when we lifted off, and the aft observers said we were still kicking up sand when we got to the water's edge!

I never heard how that little girl fared. Hopefully, the serum did the trick. Even better, maybe she didn't even need it. But in any case, the 'Fleet's Finest' was there to help out. Not your typical VP Mission, but an important one, none the less.

Our condolences go out to **Lon Ungerman** whose wife, Jane, passed away not long ago. Also to **Stu Stebbings**, who recently lost his father.

**DidJaNo** - The Naval Air Museum at NAS Pensacola covers over 8 acres of ground — 3 acres of indoor displays & over five out-of-doors. The cost for various events at our upcoming reunion at Pensacola will be as indicated below. Each person or family will be responsible for handling their own motel reservation and bill, ~~and for making their own car rental arrangements.~~ The price of motel rooms is covered in Willie's previous article. There are car rental agencies at the airport, and there is one just across the street from 'our' motel. RV parking with full hookups is available ~~aboard NAS Pensacola or at commercial parks.~~

Please remit money for the reunion functions you plan to attend as soon as possible. We need you to let our

## REUNION COSTS

reunion organizers in Pensacola know, by pre-paying, how many persons will attend each function. They need a solid count when firming up our events and contracting for services. Refunds will be available until April 1st if for some reason you have to change your plans. Send Y2K reunion payments to: VP-1 POPs, c/o Don Grove, 2024 Briarwood Dr., Oak Harbor, WA 98277-8546. Make checks out to "VP-1 POPs". Please indicate which events you are paying for — so I can keep all the various accounts straight. (If you are including your 2000/2001 dues with the reunion payment, be sure to let me know that also).

**Registration fee** — \$2

**Friday dinner/dance** - \$20 per person

**Saturday picnic** — \$10 each person over age 12 — \$5 each person age 6 through 12 — kids under age 6 FREE

**Sunday brunch** — \$10 per person

*I'm hoping to see my mail box bulging every day beginning a few days after this newsletter hits the streets. editor*

*From the Whidbey News-Times*

**PBY REUNION.** Age has slowed many of the remaining gray-haired men of Patrol Wing Four who gathered at the Best Western during the last week of this past summer for their "final" reunion. Like their other reunions in 1972, 1987, and 1992, the pilots and airmen came to Oak Harbor this week because this is where many of them joined their PBY seaplane — or "flying boat" — squadrons during World War Two. That was almost 60 years ago. Age hasn't dimmed the memories they share — of the camaraderie, the pride, and the desolation they found out along Alaska's Aleutian Island chain during the war. PatWing Four's PBY squadrons flew patrol,

## A LAST REUNION

reconnaissance, and bombing missions out of Aleutian Island bases during most of that terrible, costly war.

A PatWing Four PBY squadron usually consisted of 6 aircraft and ap-

proximately 150 men. Flight crews ranged between seven and nine hardy souls. Based at Whidbey Island Naval Air Station the Wing eventually included 16 squadrons. With their large fuel capacity, long endurance, rugged construction, and ability to land on water, the planes were ideal for long-range patrols over the vast open reaches of the North Pacific Ocean and Bering Sea. Weather in these operating areas was sometimes fierce and was one of the biggest hazards crewmen faced.



The seaplanes could ice-up, malfunction, the crew could be virtually blinded by fog, or the planes could be driven earthward by 70 to 80 knot winds roaring out of the mountains on the mainland. They'd land, or have to 'ditch', in the freezing water and gale force winds — sometimes to disappear forever.

In 1942 Japan bombed the PBY base at Dutch Harbor, and three days later in-

vaded Attu and Kiska, both islands in Alaska's Aleutian chain. The U. S. suffered 1,726 casualties from these attacks. The slow, bulky PBYs were no match for Japan's fighter planes, but still they flew out over the inhospitable North Pacific on bombing and torpedo runs against Japanese ships. Many were shot to pieces; others never seen again.

On the Aleutian chain, in places like Dutch Harbor, Cold Bay, Adak, and Akutan, the crews lived in tents with dirt floors, either frozen or muddy according to season.

Now in their 70s and 80s, the men gathered one last time to remember and renew bonds that were forged in desolation, fear, and cold. There's talk of a PBY being brought to NAS Whidbey's Seaplane Base as a memorial. These old warriors like that idea, but doubt they'll be around to see it.

*(Interested in reading more about the old PBY Catalina squadrons? Try reading **Black Cats and Dumbos: WW-2s Fighting PBYs** by Mel Crocker (1987). This book covers*

As most of you know, since the beginning of 1999 we send our periodic newsletters only to dues-paying members of the VP-1 P-3 Orion Pioneers. Those on our roster who are not members are notified of important events, such as the Y2K reunion, by a postcard. We sent postcards to these non-members in January of this year letting those folks know that a newsletter had been sent to members in January, and reminding them how they could join VP-1 POPs, and get back on our newsletter mailing list. Similarly, in May of '99 a post card was sent to all non-members whose addresses we had, informing them of the upcoming reunion at Pensacola in May of 2000, and again reminding them how they could join our elite group and receive the periodic newsletters. In each group of postcards that was mailed out, both in January and in May, some were returned by the postal service; mostly because people had left no forwarding address or the forwarding order had expired. The following people's post cards were returned as undeliverable. If anyone knows the whereabouts of any these folks we'd appreciate it if you would let us know. Postcards will again go out to all non-members for whom we have addresses at the same time as this newsletter. The card will advise them concerning our Y2K reunion events and costs.

**January 1999:** Jay Coggan, last known at Beverly Hills, CA; Brian Cronyn, last known at Annapolis, MD; Earl McKinley, last known at Englewood, FL; Richard Poffenberger, last known at Cordova, TN ( Jim Wooten says 'Poff' retired, they sold their house, and started traveling — where oh where are they now?).

**May 1999:** Patricia Ferris (widow of AW1 Dick Ferris), last known at Coronado, CA; Doug Deviney, last known at East Peoria, IL; Wilbur Vernon, last known at Oakland, CA; Doug Lester, last known at Burlington, WA; Jim Filsrand, last known at Laurel, MT

Also, in 1997, Harry Vaughan retired, pulled up stakes, jumped in a motor home, and started traveling the country. He said he would notify us when they settled down again. So far we have heard no more from him and we have no idea where he is.

PBY operations world wide during the period 1939-1945. It's a good read. Another book in the same vein is **Black Cats with Wings of Gold** by A. J. Mueller (1992). This book relates the wartime adventures of the men in VPB-33, a PBY squadron patrolling the Caribbean Sea early in WW-2, and then seeing action in the western Pacific from 1943-45. I found both of these books in my local library - editor).

Contributed by Dan Turbeville, Capt., USNR (AW2 in VP-1)

Really enjoyed reading the May POPs Newsletter (even though you misspelled my name in the Membership Update). Glad to see you've run down more of my missing shipmates, especially from old Crew 6 (1969-1972). My three years as an AW in VP-1 were the foundation for not only my civilian career but also another 27 years in the Naval Reserve. After getting out (*of the Navy*) in '72, I returned to Western Washington University. This is where I had met my wife Diane in a night class while at NAS Whidbey — (thanks, Chief Wooten!). I completed my Masters there, then did a Ph.D. at Simon Fraser University in Canada. Today I am a Professor and Chair of the Geography Department at Eastern Washington University in Cheney/Spokane. After flying SP-2H's and P-3A's in VP-69 (USNR) for 6 years (career high point: leading the first reserve aircrew from VP-69 into Olongapo City in 1978 — think about that!) I received a direct commission as an Intelligence Officer. After 20 years of reserve intel billets around the Pacific Northwest, I was recently selected for Captain on the FY '00 promotion list — perhaps the ultimate proof that the system does not work! If I can survive 3 more years, I will retire at the 34-year point. In closing, let me say that I'm sorry I missed many of you at the Bellingham reunion, but that same day was my in-laws' 50th anniversary and I had to leave early. Looking forward to Pensacola!!

**NEW MEMBERS** - Since our last newsletter, the May '99 issue, the following squadronmates from the "good 'ol days" have joined our VP-1 POPs association: AMS1 Mike **COLE**; AMS3 Mark **DEICHERT**; PN3 Dan **GARRISON**; ADJ2 Ricky **HUNTER**;

AT1 Tom **OLSON**; ADJ2 Johnny **PEREZ**; AT1 Greg **PIERCE**; AT2 Dave **QUAYLE**; and YN2 Barkley "Buddy" **REED**. We now have 184 guys from the early P-3 days of VP-1 who belong to our elite group. I hope we still have 184 come December 31st. Get your dues in! *editor*  
From **Johnny Perez** - I am looking forward to meeting my old VP-1 shipmates again. I was going through my deployment book & remembering the fun we had & the hard work that we did. I know I enjoyed my time with VP-1. Hope to see all the gang in 2000!!!

From **Dick Haglund** - Thanks for the continued effort to put out the newsletter; it is always enjoyable. Still looking for my old pal Bryant Berk - haven't found him yet. Hope to see you all soon.

From **'Doc' Keeler** - Here is a check for \$11 to keep up my membership and please send me a new roster. Will be going to a "Kitty Hawk" reunion in Branson, Missouri in September. We'll be going through Mountain View, Missouri, so I'll try & give Dan Oyler a call.

From **Jim Luper** - Just finished reading the May newsletter - it is great! Here is my 2000/2001 dues



## MEMBERS SPEAK

check plus a buck for a current roster. Don, I couldn't find your e-mail address anywhere in the newsletter. You might get more input if you included it. (*I made sure to get it in this one — did everyone find it?* *editor*).

From **Tom Olson** - Here's my check for membership and a roster - use the excess as needed. Anyone interested in combining their trip to the Y2K reunion with a vacation in Florida such as at Disney World, a Caribbean cruise, a trip to the "Keys", or the Space Center, — I would be glad to assist in any way. (*Tom resides in West Palm Beach, Fla.*). I retired from the Navy in March of 1985. I'm working now as a bus driver for a retirement community, and have applied for my social security benefits. I still say my 31 years in the Navy were the best, even considering Vietnam. And, the best of those 31 years were my two tours in VP-1.

From **"K. C." Hill** - Looking forward to traveling to Florida. We have never been there before. Should be great fun!

From **Leree Gaukel** (John's wife) - John didn't know that I ordered the VCR tape of the '97 reunion. The first time I've ever seen him speechless was when he started viewing this tape. He really enjoyed it.

From **Rob Freedman** - Can't tell you how glad I am to receive the newsletters. I need to update you with our new address. We have such fabulous memories of our time in VP-1. There is nothing like that first squadron tour.

From **Vic Pesce** - As always, I enjoyed reading the most recent POPs newsletter, with one large exception. While you will all be gathering in Pensacola during the first week of May, Jane and I will be in San Francisco hosting a reunion of the group we served with in Sweden in the mid-eighties. This is doubly frustrating since we missed the first VP-1 POPs reunion. We did run into **Dave Srite**, **Jim Radigan**, and **Bob Nedry** at the decommissioning/reunion of VXE-6 this past March. We had all banged around in LC-130s about the same time and enjoyed an outstanding ceremony and reunion at Point Mugu, with about 1800 attendees (from 1955-1999). It was full of good memories — and tears.

**John Berger** - Thanks for the update. Both Van (*McCullough*) and I are members of the local ANA squadron. Don't know if you have one there at Whidbey or not. (*Yes, there's one here at Whidbey, editor*). I have a lot of fond memories of Whidbey. Did an enlisted tour there in VP-2 from 57-60 and then with VP-1 from 66-70. I departed the squadron while we were on the 1970 Iwakuni deployment. Interestingly, the Navy transportation people already knew the squadron was home-ported in Hawaii, so when I departed Japan I got transport back to Hawaii and that was it.

From **Mark Deichert** - Miss all of you. Some of the best time of my life was while I was with the Navy's 'best', VP-1.

From **A. W. 'Bert' Howard** - Have just returned from a month's visit in Italy.

**Contributed by Van McCullough, Capt., USN, Ret. (Lt in VP-1 1970-73)**

I would like to relate an incident that happened early during my first deployment with VP-1 in 1971. That was with crew-12, an exceptional group of guys, both officer and enlisted. We were essentially an all JO and JE crew (no LCDRs and no CPOs).!! Lcdr Mardy Lewis was the crew TACCO of record but, since he was the Ops Officer, he very seldom flew with the crew. We had a great time, twelve guys who could and would go anywhere in the Pacific, anytime. I was the 3P on that deployment which meant I was either navigating or flying. Jim Dvorak (PPC) and Rick Reidhead (2P) were able to split the "rack time" with the real TACCO, Fred Otgen (sorry guys, that's the way I recall it).

Early on in that deployment, we were flying out of CamRanh Bay on a Market Time patrol. Loss of the forward radar was abort criteria on those missions and, of course, no one wanted to abort. That was also in the days before there were In-Flight Techs on the crew. If a piece of equipment failed — the operators had to fix it — IF it was going to work again on the mission!

Well, there I was at the nav table one day, still fairly new to this surface search routine. Shortly after we took off the radar started going squirrely — the picture kept cutting in and out. As we continued on track it got worse. The sensor station 3 operator, AW2 Rich Hunt, tried everything to get that radar to work properly. He practically rebuilt the APS-80 in the first two hours of the flight. Finally, when the picture cut-out one more time, out of sheer frustration he stood up in his seat, grabbed the handles on either side of the console, cursed loudly and began to shake the living daylights out of the APS-80. Sitting right next to the radar operator, I was more than a little startled at this somewhat unorthodox approach to electronic equipment repair. Then, all of a sudden, zippppppp, the picture came back clear and stable. Petty Officer Hunt paused a moment, looked at my somewhat dismayed expression and explained with a big grin on his face: "You know . . . electrons are stupid. Sometimes you have to get their attention!"!!! I can not recount how many times over the past 28 years I have used that particular "insight" to explain what would otherwise have been completely mysterious electronic phenomena. Oh yes, as I recall, the radar worked reasonably well for the rest of that flight!

Our daughter is married to a Navy Chaplain who is aboard the 6th Fleet Flagship at Gaeta, Italy. We were able to visit Rome, Florence, Venice, Capri, and many other areas — we are tired! Enclosed is my 2000/2001 VP-1 POPs dues. Really enjoy the newsletters.

From **Stan "Frosty" Frosbutter** - I've got a new e-mail address "truck@kua.net". Don't ask how I came up with that. I've enclosed my dues for next year. As far as the dates for the next reunion, it's kind of cutting it close for me, but I should be able to work something out. It'll be good to see all the guys again and look back at the good old days. Had a great time at the last reunion out in the Northwest. That sure is beautiful country out there.

**Jimmy Lee here!** One reason I am writing is to pass along some information about a couple of books. This is especially for ol' VP'ers. One book is **Lockheed P2V Neptune, An Illus-**

**trated History** by Wayne Mutza, copyright 1996, ISBN: 0-7643-0151-9. I have thoroughly enjoyed this book and the memories of the P2V-5 & P2V-7 from by-gone days. The other book is **The Age Of Orion, The Lockheed P-3 Story, An Illustrated History**, by David Reade, copyright 1998, ISBN: 0-7643-0478-X. Both books are chock full of photos. The P-3 book has all the modifications and all the Bunos, all the squadrons, etc. Both books are keepers for the PatRon enthusiast. The P2V book has a Neptune with the original grand ol' VP-1 squadron emblem. The P-3 book has the Orion 2000 with the latest RR Allison engines, Dowty six blade propellers, and new avionics suite. So long, for now.

From **Van McCullough** - Enclosed are my dues. Hope everyone involved keeps up the good work! Looking forward to the reunion in Pensacola next May. I am planning everything else around that next year!

From **Paul Johnston** - Enjoyed receiving the newsletter. Don't know if you

had seen this or not (*info about the Cold War Certificates*). I thought there might be some interest.

**COLD WAR RECOGNITION CERTIFICATES:** *All members of the armed forces who faithfully served the United States between September 2, 1945 & December 26, 1991 may apply for a Cold War Recognition Certificate. For more info go to "http://147.103.18.232/" on the internet, or mail inquiries to CWRS, 4035 Ridgeway Rd., Fairfax, VA 22030.*

From **Mike Cole** - Nice to hear from my ole' det buddies: **Bachhofer; Forte; Witt; Adair;** etc. Has anyone been in contact with **Jack Adams?** We go way back to VF-92 Det 'N' in 1957-59. (Last seen Jack was headed out the door with his golf clubs on his shoulder).

**Burt Myers** sent in his new address. He and his wife are now residing at 8 Cañon Circle, Greenwood Village, CO 80111-3211. While on their annual jaunt to Hawaii this year Burt sent us some articles & photos from the Honolulu paper about the closure of NAS Barbers Point. They will be on display at the 'duty office' during the Y2K reunion. Thanks Burt. *Editor*

From **Bob McCoy** - I want to let all of my old squadronmates know that I'll be closing down my current e-mail address in Idaho on the 16th of Oct. I'm returning to my California residence. My Email address there will be: "bethmccoy@earthlink.net". Thanks for corresponding via e-mail this past year. If I owe any dues for next year please let me know via e-mail, or by phone at 661-722-9360 (*updated area code*). Since I've completely retired, (if we ever really do that), my memory isn't as good as it used to be. (*Your 2000/2001 dues are due, Bob*). *Editor*

From **Jim Dvorak** - We are planning to be at the 2000 POPS reunion, although it may only be the quick week-end trip, rather than the 12 day vacation we took two years ago. I mentioned to Rich and Ruth that the Association of Naval Aviation has their annual convention in Pensacola during the same week, I believe. Shouldn't present a problem however. I'm sure that Mardy and Chief Williams, with a little help from some of the others in the area, will do a bang-up job. We're looking forward to it!

From **Charlie Budenz** — I will commit to attending the VP-1 POPS reunion in May 2000! Missed the last one while serving as Chief of Operations for OSCE, based in Sarajevo, BiH from Jan '96-Dec '98. Really would have preferred to be with you all, but I've stayed loosely in touch with many of my contemporaries. Miss 'em.

From **Jerry Von Ronne** (*in Maryland*) — 'Dennis' (*the hurricane*) wasn't much here — we got bands of rain skipping over us (which we needed badly), but the bulk of the storm and the rain stayed south. Now it's blown by us on the west side headed north. My VP-1 roster is the original, I guess. Maybe I'll send you a buck for a new one. Probably couldn't find my old one anyway — I need a good filing system!

From **Dave Nass** — Finally got set up here in good-old Sweetwater, Tennessee. When it comes to moving I know one thing — you sure find out how much superfluous bulls—t that has accumulated. I think we'll like it here. Don't have a choice any more anyway — can't afford to move again. I'll write more later when I get more time.

From **Ron Montgomery** — Very sad! The last patrol aircraft leaving Barbers Point for MCAS Kaneohe Bay. Well at least it was front page news in the Honolulu paper on June 9, 1999. Base closing ceremony was on July 1, 1999. (*Ron e-mailed us some photos from the paper which I passed on to most of our folks who have e-mail capability. Thanks Ron. Editor*)

From **Jack Bachhofer** — . . . I laid around almost three days with food poisoning (I thought) — that three days was the difference between a one inch scar and a five inch scar. Had to get rid of an appendix. The Navy hospital here (*Jacksonville*) really impressed me. And the young sailors would make any old salt proud to be associated with them.

From "**D. R. White**" — I came home tonight and in the mail was a plastic envelope with my (*May*) newsletter in about 14 separate pieces. They did attach an apology on the package, though. It assured me that it was not their fault and that they very rarely destroyed any mail. The bottom line is

may I please have another newsletter? (*He got one*)

From **Gene Poole** — I haven't heard from anyone concerning the recently held VP-1 reunion in San Diego, but I am glad it is over. I answered many phone calls concerning it, and sent lots of mail to Homer Hawkins in Oklahoma. It became kind of interesting, though. I heard from three old-time C.O.'s. I even heard from several ex AP's (*enlisted pilots*). And also history buff's. Some of them were looking for old shipmates. Did you know that back in the 1940s there was an all enlisted flight crew in VP-1? The highest pay grade in the crew was E-6.

From **Virgil Pattin** — Thought I'd bring you up to date — Joanne and I have bought a manufactured home, a 4 bedroom, and an acre of land. I will have an antenna up soon, and we will be in the new place for Thanksgiving. We'll keep you advised.

From **Larry Manaro** — Don, thanks for keeping me informed with what's going on — I didn't receive any information until your e-mail. I do appreciate the info. Have a good one — thanks again.

## EDITOR'S NOTES

As our master roster of squadronmates from the early P-3 times of VP-1 is an ever changing thing, updated rosters are available for \$1 each. This covers our cost of printing, paper, copying, and mailing. Our mobile society of today, and the changing of telephone area codes and e-mail providers, all have their impact on trying to keep all our address information up-to-date.

If you change your postal address, phone number, or e-mail provider please let me know. The easiest way is by e-mail; but if you are a traditionalist use the postal system. My postal address & e-mail address are both listed elsewhere in this publication.

For a new roster send \$1 — for your 2000/2001 dues send \$10. To pay for reunion functions send a check or money order to cover the events you will be attending. The \$2 reunion registration fee is a flat rate per person or family attending the reunion. This \$2 charge will (hopefully) cover all our miscellaneous expenses. If there is any

excess it will be carried over in a 'reunion fund'.

**Mike 'Grumpy' Taylor** has some good ideas for holding a 2003 reunion in the Millington, Tennessee area, just north of Memphis. That's where NATTC was for a good long time; many an old 'airdale' remembers his days at NATTC, Memphis. Millington is now home to the Navy's Personnel Command — NPC — (what we used to call BuPers).

Our VP-1 P-3 Orion Pioneers financial accounts are with the Navy Federal Credit Union (NFCU). That should provide us ready access to our funds while enjoying the Y2K gathering in Pensacola as there is an NFCU branch right there.

Hopefully, at our get-together in Pensacola, we can elect some officers for our association. At a minimum I feel we should have a president, vice-president, and a secretary-treasurer. (*This current 'secretary/treasurer' is starting to burn-out*). As things stand now we have a great group, but no one has authority to make any decisions for the association. I'd like to see a nominating committee formed that could have a slate of candidates ready to stand for election at our reunion next May. Members — what say you?

A group of old PatRon One-ers from the Northwest corner of the U S of A got together for a Saturday afternoon picnic in mid-August at Ruth & Rich Hunt's ranch outside Bellingham. We had about 20 of the old crew on hand. Mostly AWs — Jim Wooten's ears should have been burning. No rain for this one. It was enjoyable.

Our old friend **Don Swendsen** didn't make it to the August VP-1 POPS Norwester's picnic. He's been on the binnacle list for some time now. Shoulder operation last year; hernia operation this year; tendon or nerve problem in one leg that the medical folks can't seem to figure out; and facing an upcoming knee replacement operation. Good luck, Don!

**Marty & Jo Becker** still unrooted. While visiting their daughter, son-in-law, and grandchildren here in Oak Harbor last May they stopped over at "Grove's Grove" for a visit. We sipped at fresh-brewed coffee & batted the

breeze for a couple of hours. They're still nomads, traveling the country — enjoying life. The Beckers use their daughter's address here in Oak Harbor as their mailing address, but their actual location at any particular time is known only to them and the breezes caressing their cheeks. Marty got stuck with jury duty while here on Whidbey Island — he was flabbergasted! He isn't even registered to vote here! Must be that motor/voter registration thing kicking in.

Those that watched Good Morning America on Friday, May 14<sup>th</sup> got a preview of the Naval Aviation Museum at Pensacola. The show was done at the museum, and a brief tour of indoor displays was conducted by Capt. Rasmussen, USN, Ret., museum director. While at Pensacola Diane Sawyer of GMA went for a ride in the Blue Angels two-seater bird — she said it was the thrill of her life!

**Jerry & Lois Thornburg** are traveling the mainland again this season. They better scat on back to Hawaii soon or

old-man winter will catch them. The last e-mail I received from them (10/5) they were a-way up in northern New York State by the Thousand Islands and the Adirondak Mountains. That's a long way from south Texas where their motor home winters-over.

As you can see this newsletter's content is mostly contributions from members. Without that input we would have no newsletter. Please send in your stories, anecdotes, thoughts, comments, etc., via e-mail or snail-mail. My mailbag is just about empty, and I hope to get another newsletter out in mid-winter.

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