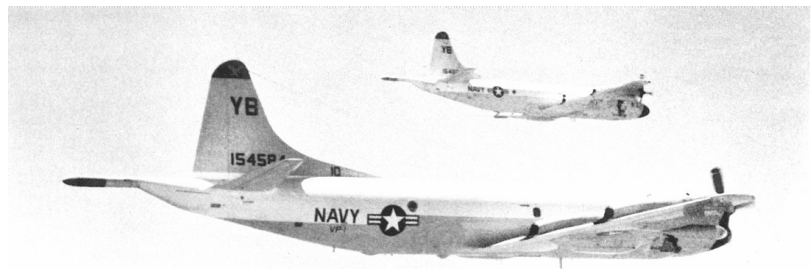


VP-1 POP's



PatRon One P-3 Orion Pioneers

NEWSLETTER #5

FEBRUARY 2000

HOME AGAIN

VP-1 returned to NAS Whidbey Island in early December '99 from yet another deployment. Spouses, kids, and the Eagles themselves, were all glad to be back together in time for the holidays. Their main operating site for this deployment was Diego Garcia in the Indian Ocean (*great liberty, I'll bet*). Besides operating from Diego Garcia, the squadron had detachments at Sigonella, Sicily, (*supporting the NATO operations in Kosovo*); Masirah, Oman; Doha, Qatar; and Bahrain. The Masirah, Doha, and Bahrain detachments supported Fifth Fleet operations in the Arabian Gulf. The "Screaming Eagles" flew a wide variety of flights including armed tactical and surveillance missions. Over 930 events were flown resulting in over 5,000 flight hours for the deployment. Because Diego Garcia is over 1000 miles from medical facilities capable of conducting surgery and other urgent medical treatments the squadron flew seven emergency medical evacuation flights during its stay there. The squadron performed a search and rescue mission for which both the President and the Minister of State for Defense wrote letters of appreciation, which were forwarded via the U. S. Embassy in Sri Lanka to the President of the United States.

(Does anybody remember that we flew the first (I think) P-3 to Diego Garcia in the early 1970s? We took the FAA folks from Cubi Point to that remote Indian Ocean island so they could certify the aviation facilities there. What was the crew that flew that mission? Was it the first P-3 to land at Diego Garcia?)

During VP-1s recent deployment the Masirah, Oman, detachment threw an over-the-hump party marking the halfway point of their 5th and 7th fleet area tour. The day was highlighted by a visit-

ing USO show that made a special detour from its regular stop in Muscat, Oman. After the show detachment personnel challenged the British troops to a softball game, and soundly trounced them. The Royal Air Force members were then invited to partake of an "American" cookout with the detachment crew at Wadi Mathrob, the Eagles residence while at the desert base. Everyone enjoyed burgers, steaks, fish, beans, and salads – food flown in from the squadron's Bahrain ~~detachment.~~

REUNION CONFUSION

Reunion, reunion, whose having a reunion? There was a reunion at San Diego this past September, over the weekend of the 17th, 18th, & 19th. It was held at the Radison Hotel in National City. The gathering was for anyone that was ever in VP-1, from 1943 up until the present. The point of contact was Homer Hawkins, P O Box 228, Okemah, OK 74859, phone number 405/944-5839. For those of you who read the reunions section of the Spring '99 edition of SHIFT COLORS, you probably noticed a glaring error concerning this San Diego reunion and our VP-1 P-3 Orion Pioneers reunion. The folks at the Navy's Military Personnel Command (old BuPers) who do the SHIFT COLORS magazine evidently got the VP-1 & VP-1 P-3 Orion Pioneers notices mixed together. The notice in SHIFT COLORS stated that there was to be a VP-1 reunion in September. That part was correct. But then it went on to list our publicity chairman, Gene Poole as the point of contact, and gave Pensacola as the reunion location. They listed our contact man and our reunion location for the September San Diego reunion! This certainly

caused a lot of confusion and had Gene Poole answering a lot of phone calls that should have gone to Homer Hawkins in Oklahoma. I spoke with retired Master Chief Dick Hayden after he returned from the San Diego reunion. All the folks that attended that get-together had been with VP-1 in the 1940s and 1950s, save one. There was one fellow there that had been in the squadron in the early 1960s. They, (Homer Hawkins and Joe Corsi), are planning another reunion next fall in Arizona for all VP-1 "Neptune" people. Anyone who was in the squadron during its P2V era is welcome. Contact Homer Hawkins for ~~further info.~~

WHAT'S IN A NAME?

*Submitted by Jeff Barclay
(AO2 Crew-5) 1969 - 1971*

As a member of Crew 5, (Drees' Dragons), from June 1969 to March 1971, I made just one WestPac cruise, the 1970 deployment to Iwakuni, (and a few other places to the south), which was more than enough for "LURCH". You see I had become affectionately known to my fellow crewmembers as "LURCH". They claimed that I resembled a character on a TV show of the times. I adjusted to that name and soon most everyone in the squadron knew who LURCH was. I thought that one interesting nickname would be sufficient for the duration of my stay with VP-1. Then came that fateful flight . . .

A patrol over the Sea of Japan on a fine spring day in 1970. As most of you will remember, our position reports on those patrols had to be sent hourly to an Air Force station named "FUCHU". As the crew ordnanceman, I also dabbled at other crew positions



WHO IS THIS

The above photo is of a person that many of you have spoken with over the phone. But, possibly, many of you have never met her. In 1996 & 1997 she spent many hours on the internet and the telephone locating people who had served with VP-1 back in the late '60s and early '70s. The above photo was taken at our 1997 reunion picnic. See page 7 to find out who this lady in our mystery photo is.

when I had time, usually learning just enough to be dangerous. I had already learned a little about radar operation from Bill Monroe, so on this flight I decided to ask our radio operator, Joe Troise, to teach me the finer points of operating the radios.

He carefully showed me the correct buttons to push and dials to turn. He instructed me concerning what to say for a position report. I was all set. Joe, realizing what a quick learner I was, decided to go aft and take a nap, leaving me in charge of the radio.

As time to give the next position report grew closer I reviewed everything Joe had showed me. I was ready. I flipped switches and turned dials, then keyed my mike and proceeded to transmit. When I finished, there was a long silence. I again transmitted. Another silence. After the third transmission, a voice finally came through my headset asking what the heck I was doing. My feeble explanation was followed by more pointed questions. Needless to say I was becoming very nervous & quite confused. My mind was racing while the sweat dripped from my nose. Joe hadn't prepared me for this. In a panic I pleaded with one of the crewmembers to wake Joe up and tell him I needed HELP! Fast!

As I was attempting to give one more weak explanation to FUCHU as to

what I was trying to do, an arm reached over my shoulder and flipped the intercom switch to OFF. Joe was here. I then heard a roar of laughter erupting from the cockpit and I realized I had been had. I was transmitting not to FUCHU, but only to my own crew aboard the aircraft. It seems that Lcdr Drees was the one acting as FUCHU and asking all the embarrassing questions while the rest of the crew was hilariously enjoying the dialog and my futile attempts to explain.

Thus a new nickname was born. 'LURCH' had to take a back seat to 'FUCHU'!

After all these years I would like to thank my crew for a great almost 2-year ride. Thanks to: PPC, LCDR "Big Daddy" Drees; Copilot, LT Brian "Crunch" Cronyn; Navigator, LTjg "Surfer" Reed; Tacco, LT "Captain Kirk" Kirk; Flight Engineer, AMH1 Bob "Godfather" Giddings; Second Mech, AE2 Robroy Graham; Jez, AW2 Kingsley Sumner; Radio, AT2 Joe Troise; Radar, AW1 Bill Monroe; and Julie, AW3 Steve Orrell.

I left Crew 5, and the Navy, in March of 1971 after just over 4 years of service. Originally from the New England area, during my short stay at NAS Whidbey I had fallen in love with the Pacific Northwest. So, I decided to locate in that area. I settled-in around Bellingham, Washington, and married a girl from Vancouver, Canada. I had met her while with VP-1 at Whidbey. We now live in a new home at Ferndale, Washington, just outside of Bellingham proper. After 28 years of marriage we have 3 children and 4 grandchildren. I've been employed at the Georgia-Pacific Pulp/Paper/Chemical mill in Bellingham for over 26 years.

Even though I was not a career-Navy person, I have to say that my 2 years in VP-1 will always be special to me. I worked with a lot of good people and had some great times. I have the utmost respect for all of you that made the Navy your life.

Editor's Note: 'LURCH's' relief when he left crew-5? It was none other than AO2 Bob LERSCH.

PENSACOLA REUNION

Our spring reunion in Pensacola is chugging along on-track with Chief "Willie" at

the helm. I'll go over some of the specifics again. This will be your last newsletter before the reunion, so please set your plans in motion, get your reservations made, get your bags out and dusted off, and get your payment sent-in.

The big get-together will be held over the weekend of the **5th, 6th, and 7th of May**.

Headquarters for our gathering will be at the **Comfort Inn**, 3 New Warrington Rd., Pensacola. The good folks there have 80 rooms blocked-out for us, and our 'duty office' (hospitality room) will be there. The toll-free phone number for making room reservations is **(800) 554-3206**. Cost of rooms, including tax, is approximately \$60 per night, double occupancy. The room charge includes a continental breakfast in the morning. Making room reservations, and paying motel charges are the responsibility of reunion attendees.

On Friday evening, May 5th, we will hold our big **dinner/dance** at the Crosswinds Club aboard Corry Station. Cocktail hour at 1800, followed by dinner at 1900. Casual-type attire is the prescribed uniform-of-the-night. Our banquet will consist of chef-carved steamboat round, Florida baked chicken, baked Idaho potato, green beans almondine, tossed salad with choice of dressing, honey glazed yeast rolls, and coffee or tea. Then some chocolate mousse for desert. Of course, it's all low-cal — I wouldn't kid you — would I?

After dinner our Master-of-Ceremonies will kick-off the festivities. Then, whenever we're ready, our band will fire-up their instruments and it'll be time to kick up our heels. Willie says the band he has lined up can play any kind of music we would like to hear. And, they'll perform as long as we want them to keep at it.

On Saturday, May 6th, we'll have our **picnic/cookout/social mixer** at the Naval Air Station's Oak Grove Picnic area on Bayou Grande. This recreation area has the works: electricity, picnic tables, rest rooms, BBQ grills, a beach, swimming, paddle boats & canoes for rent, AND — we'll have live music to reminisce by. Maybe we can even get Jack Berry to sing/play a tune or two. (He now heads-up a

country music band). There'll be lots of picnic chow available and plenty of cold beverages. This fiesta will begin around 1100 hours and run till . . .

On **Sunday morning, May 7th**, we'll gather on the shores of Pensacola Bay for a scrumptious **brunch** at the **Lighthouse Point CPO Club**. After everyone's tummy is full we'll enjoy listening to our guest speaker, and then have a short business meeting before saying our farewells.

That's the schedule, folks. Now to the financial part. If you haven't sent your reunion payment in yet, please do so. In order to be counted you need to put some cash on the barrel-head, so to speak. Willie needs firm numbers to give the folks in Pensacola so they know how much food to procure/prepare, how much staff they'll need to handle us, how to set things up for us, and all the little things that these people do to make our reunion a great time for all of us. Showing up unannounced with a fistful of dollars doesn't cut it. Give the folks who are trying their best to make this a memorable occasion a break.

The cost to you for the reunion is pretty much up to you and what you want to do. You can pick and choose which events you'll attend. Most people are going to take-in all three of the scheduled events, but if you can't, or don't want to attend a specific event you don't have to — and you don't have to pay for it. We set things up that way purposely so that folks wouldn't have to pay for something they wouldn't be participating in.

Cost for the reunion:

Registration — \$2 (a flat rate per family or single unaccompanied person).

Friday dinner/dance — \$20 per person.

Saturday picnic — \$10 per adult / \$5 for kids 6 thru 12 / under age 6 free.

Sunday brunch — \$10 per person

So, the cost for a couple to attend all three events would be \$82. The cost for an unaccompanied person to attend all three events would be \$42.

Please send your checks, made out to "VP-1 POPs", as soon as possible to

VP-1 POPs, c/o Don Grove, 2024 Briarwood Dr., Oak Harbor, WA 98277-8546. **Payment for reunion events needs to be made by April 1st.** If you have any questions concerning the financial end of things please e-mail me at groovy@whidbey.net, or call (360) 679-6161.

For further info concerning Pensacola, the Comfort Inn, or the reunion events, please e-mail Willie (Ed L. Williams) at willie4902@aol.com or call him at (850) 455-6703.

PHOTO ALBUM

Our association is planning to produce a photo memory book of our Y2K Pensacola Reunion. Lou Tafoya, Chief Ordnanceman extrodinaire, got the idea from previous Aviation Ordnanceman Association gatherings he has attended, and will be heading up our committee for this project. Lou says the reunion album could be anywhere from about 14 pages up to 24 pages, depending on the turnout for our gathering. Around half the pages will contain professional photos and half "candid" shots taken by us amateurs at the reunion. This reunion photo book should be available for distribution about eight weeks after our committee submits the candid photos to the publisher.

The photo album will be published by a professional company, CDI, and will sell for about \$20. CDI's photographer will also be taking professional pictures of folks at the reunion that may be purchased. An expertly done 8x10 would probably cost about \$15.00

Lou has some good notions concerning artwork, logos, and historical photos, but would like to hear from anyone with ideas and/or previous experience in this type of endeavor. If you'd like to lend a thought or two, or, heaven forbid, give Lou a hand with this project, contact him via snail-mail at 6411 Avalon Rd. NW, Albuquerque, NM 87105-1912, by phone at (505) 836-3189, fax at (505) 836-0509, or e-mail at ltafoya@uswest.net. I'm sure he'll appreciate all input.

Lou is looking for some items to dress up the album. Needed are: a good line drawing of our 'eagle-globe' squadron logo; a squadron "crew" patch; two 2 inch and two 4-inch color decals of the

Navy Department logo (the one with the sailing ship); a good write-up of VP-1 for the lead-in page; and profile photos of our "YB" P-3s, on-deck or in-flight.

GOLFER'S CORNER

By Mardy Lewis, golf committee

For those interested in golf while at Pensacola for the festivities it appears May 6th at 0800 may be the right time. I will arrange for tee times that Saturday. Clubs are available here for rent. It's required that you wear a shirt with a collar, and only soft spikes are allowed. We should finish in plenty of time to mingle with everyone at the Saturday picnic.

For you tennis buffs (shades of Sangley Point) there are courts right next to the A. C. Read (golf) clubhouse. To get to the golf course, enter the main gate to NAS and bear to the left. About 500 yards from the gate you'll see the parking lot on the right. Walkers are welcome if you are over 30! Cart and golf for military will be approximately \$25.

Those coming in early, or staying over after the weekend, may desire to play on other days. Whatever the case may be, please let me know your desires. You can e-mail 'Willie' (E. L. Williams) at willie4902@aol.com and he'll pass the word on to me. Or, you may contact me direct via snail-mail at 612 Silvershore Dr., Pensacola, FL 32507, or by telephone at (850) 456-7717. I need to hear from you duffers by April 1st.

I intend to play whether you do or not! Remember — "in case of inclement weather" — forget that — not in Pensacola!

As most of you know I had an episode with a slight stroke last February — a year already — how time flies. I'm doing fine now, getting around okay, and playing 18 holes most every day. If I don't seem to remember you at the reunion, this will be my excuse. It's also my justification for doing so badly on the golf course. I recommend that golfers not ask for strokes.

Golfers Take Note -- *I have it on good authority that Mardy Lewis is pretty darn good out and about the*

fairways with his bag of clubs and collection of little white balls. Watch your wagers! (My informer: a retired master chief, who once was the Master Chief of the Navy, and who is currently employed at the Naval Air Museum in Pensacola). I wonder if Mardy can guess who's telling stories on him. editor

PENSACOLA INFO

By E.L. Williams, everything committee, except golf

Aloha Squadronmates – Well, it's 10 p.m. and I'm trying to crank out this article before I return to Birmingham tomorrow morning. My wife, Tina, is there at the University of Alabama hospital. I have been home for a couple days to take care of some business. Tina has had some life-threatening medical problems over the past few months and I have been in a tizzy. So, if I miss anything in this article about the reunion, hopefully Don Grove will bail me out.

For those of you that are flying in to Pensacola, you may rent a car right at the airport – quite a few choices there. To drive to "our" motel, the Comfort Inn, from the airport, stay on Airport Boulevard after leaving the airport until it dead ends at "W" Street. I'd say that's about 5 or 6 miles. Turn left on "W" Street and proceed until you get to Fairfield Drive. Turn right on Fairfield and proceed until you see a big sign that says "Pensacola NAS South". That's New Warrington Road. Take New Warrington Road for about 3 miles – after you go through the intersection with Jackson Street (a traffic light is there) you'll go down a hill. You'll then see the Pete Moore Chevrolet car dealership, and just a little past that, on the right hand side, is our reunion headquarters, the Comfort Inn. "VP-1 POPs" will be displayed on the marquee at "Boomerz", the motel's lounge. If you get turned around and can't find the motel just stop and give the gals there a call and they'll give you directions. If all else fails, phone Mardy Lewis at the Sleepy Hollow Lounge and he'll really get you lost.

To get on the base at Corry, where we'll have our Friday evening party, one needs a decal on the car and an

I D card. But, I will have things arranged with base security so that everyone can get to the Crosswinds Club without any hassle. If you'd like to walk from the motel to the club, it's not much over ¼ of a mile. You shouldn't have any problem in getting aboard main-side NAS Pensacola. We'll provide directions on how to get to the picnic area, the golf course, the Naval Air Museum, and the Lighthouse Point club for Sunday's brunch.

For those coming via motor home or with campers, a military or retired military I D card is required in order to stay at the NAS Pensacola campground. They don't take reservations – it's first come, first served. The cost for staying at the base campground is \$9 per night with full hookups. For more information you can call them at (850) 452-2535.

For campers without I D cards there is a nice campground at Lillian, on the Alabama side of Perdido Bay. It's called the Perdido Bay KOA, and it's about 12 miles from "our" Comfort Inn. Take U.S. 98 west across the Perdido Bay bridge. After crossing the bridge turn left at the traffic light and the campground will be on your left about a mile down the road. Their cost is between \$23 and \$25 per night with full hookups. For more info you can phone them at (334) 961-1717. It's a very nice campground. Tina and I used to go camping there quite often when we still had our motor home.

When ya'll arrive at the motel I'll have information available for you concerning places to visit, local doings, souvenirs, etc.

I'm sure Don is going to be talking about sending in your checks for the reunion. The reason he's doing that is so we'll know how much food to order for the picnic, and to give the clubs a head count so they know how much food to prepare. So lets not procrastinate – get your payments sent in.

I promise you'll have a great time at this reunion or my name isn't "Easy Livin' Willie". I didn't get that name without good reason. I know how to make a good time



happen.

That should pretty well cover things, and I'm bushed. Hope to see you in May – which isn't very far off now.

P-3's FOREVER ?

The following courtesy of Jimmy Lee ADJC & Flight Engineer in VP-1 Now employed by Lockheed-Martin

The U.S. Navy has announced that Lockheed Martin Aeronautical Systems has been selected for the P-3 Orion Service Life Assessment Program (SLAP) Phase II and III. This contract involves full-scale fatigue testing of a P-3C, and tear-down and analysis of the airframe after the test.

"We are extremely pleased with this," said company president, Bill Bullock. "We look forward to working with our Navy customer in establishing the foundation for the future of the P-3."

This contract is a continuation of the Phase I contract for the P-3C SLAP. The results of phase I will be used to establish new benchmarks for the full-scale fatigue test of the Orion.

More than 550 P-3 Orion aircraft are in service with 15 nations.

Extending the life of the Orion will enable the Navy to operate with the unique assets of this multi-mission aircraft for another 20 years. The P-3 is often the only aircraft available to respond quickly and relocate to remote distant crisis areas for self-support operations, carrying with it, in many cases, its well-known mobile operations command center package.

Lockheed-Martin Aeronautical Systems is also proposing that the joint Italian/German maritime patrol aircraft (MPA) requirement could best be filled with a new version of the P-3 Orion, the most widely used aircraft of its type in the world.

Lockheed-Martin has offered two advanced versions of the P-3 for the program. The proposal will give the study group a wider range of options in defining its formal requirement for an aircraft to replace aging MPA assets now in service in Italy and Germany.

The MPA Study Group's request was

aimed at defining a suitable platform for the requirement, with a mission system avionics package to be developed by European industry, led by Dasa of Germany and Alenia of Italy.

The options presented by Lockheed are both based on a standard, new-production P-3C airframe. With that baseline, the range of options are defined by variations in propulsion and flight systems, termed by the company as P-3C PLUS and ORION 2000.

The ORION 2000 option features the standard P-3 airframe with improved corrosion resistance, a new propulsion system, and an advanced, two-person "glass" cockpit. It also benefits from a new electrical load center and new power generators with simplified power distribution.

These improvements result in greater range, mission endurance and payload, while maintenance and operational costs are lowered when compared with current P-3C aircraft.

The P-3C PLUS option is an enhanced version of the latest P-3C operated by the U.S. Navy and the most recent customer, the Republic of Korea. The aircraft features an upgraded three-person cockpit using an electronic flight information system, and a new electrical load center. The aircraft is powered by four Rolls-Royce Allison T-56 turboprop engines, the standard powerplant for the world's P-3 and C-130 aircraft fleets. The P-3C PLUS version also incorporates anti-corrosion treatments to the aircraft.

ORION 2000 differs from the P-3C PLUS in range and manpower requirements, as well as in anti-surface warfare capability, while both aircraft equally satisfy the anti-submarine warfare requirement.

Nearly 650 P-3s have been produced by Lockheed Martin, and the aircraft is the choice of 15 nations for maritime patrol and surveillance requirements.

NEW MEMBERS

Since our previous newsletter, published last century, we've had 24 more former VP-1 squadronmates

climb on board the VP-1 POPs bandwagon. These new members of our elite organization are: Jerry ADAIR; Jack BERRY; Dave BETZ; Tom CHAMBLISS; Bob COONS; John COY; Lois DAUBE; Jim DUDLEY; Don ELOWER; Doug ELSTON; Rocky GMEINER; Steve LINN; Jorge MORALES; Bobby OLIVER; Reisse PERIN; Keith PRITCHARD; Mike RELLO; Ed RIS-~~INGER; Rich SCHANTINI; Freddy SMART; Greg SMOCK; John THOMLEY; Richard TOWNER; and (drum roll)~~ Rick WATSON. For those who don't recognize the name DAUBE — Lois is the widow of AE1 Bob Hinz, who was crew-3's flight engineer.

BINNACLE LIST

Don SWENDSEN: Shoulder & hernia operations of last year have healed well. Hard work at therapy got the shoulder to work again. But, Don had to undergo back surgery on 6 January to correct a problem affecting his ability to walk and causing extensive pain in his legs. The spinal operation was performed by a skilled neurosurgeon in Bellingham, WA. Don is now back home doing physical therapy to build up his muscles and to get his legs working again. Don says his goal is to walk barefoot through the white sands of Pensacola Beach this coming May.

Tina WILLIAMS, (Willie's spouse): Operated on December 6th to correct an aneurysm in her stomach that was affecting her liver & kidneys. The surgeons had to replace some of the arteries in her stomach. Subsequently both her kidneys failed and she was rushed back to the hospital. She is now on tri-weekly dialysis. While in the hospital she suffered a heart attack. Surgeons performed an angioplasty and inserted a stint. When Tina regains sufficient strength she will have her left carotid artery surgically cleaned.

Joanne PATTIN, (Virgil's spouse): (An e-mail message I received from Virgil) — "Today (12/15) we got the results of the tests, and Joanne has non-small cell carcinoma. It's a tumor in her left lung. The doctor tells us that it is treatable and in most cases curable. All the prayers we can muster will help. We think we caught it in time. We will not, however, be able to attend the reunion this spring — sorry. I'll miss seeing so many of the old shipmates." Subse-

quently Virgil has informed us that Joanne is undergoing chemotherapy. She is losing hair, but both her appetite and spirits are good.

Virgil PATTIN: Has been diagnosed with skin cancer, but as of the date of his e-mail he didn't yet know how serious the problem would be.

F. W. "Mac" McCOMAS: Has a left lung diaphragm problem. His left lung is pushed up to about ½ capacity or less. There is no cure, except for possible regeneration of the nerves. The doctor has prescribed a diminished activity regimen for Mac. He says it doesn't look good for them being at the May reunion.

Mike GLENN: Re-injured his back a couple of months ago. It was a slipped disk again, but as of this writing Mike is back to work and feeling chipper.

Bob GIDDINGS: had another extended visit with the medical folks at his local VA hospital in Iowa. Ulcers necessitated this in-patient stay. He's ~~back home now watching the "big river"~~ flow on by his place. Bob says he'll definitely be at the reunion

Jim WOOTEN: Says he is coming along fine since the stroke. The doc has cleared him to do just about everything except go to work.

DELINQUENT MEMBERS

Some of our members have not yet paid their dues for the biennium of 2000 & 2001. As I wrote in last October's newsletter, one's dues for 2000 and 2001 should have been paid by December 31, 1999. Our dues are only \$5 per year, but are collected only every two years, \$10 at a whack. Previous payments made in 1998 and early 1999 paid dues for the years 1998 and 1999. Those who haven't yet paid need to get their \$10 dues sent in. If not paid-up by the end of March, delinquent members will be dropped from the active mailing list. This will be the last newsletter you'll be sent if you're not a paid-up member in good standing. So get your checks made out to "VP-1 POPs", & in the mail to me at VP-1 POPs, c/o Don Grove, 2024 Briarwood Dr., Oak

Harbor, WA 98277-8546. So that there is no confusion, the following are those that our records show are delinquent: Aubertine; Benner; Burden; Byczek; Callihan; Carr; Creger; Eschenfelder; Fielding; Freedman; Freudenthal; Frnka; Funk; Greg Gardner; Gilbert; Gromelski; Ray Grove; Hamilton; Joe Hart; Hightower; Billy Hill; Holman; Hoover; Carson Hunt; Gary Johnson; Kermes; Klimecki; Lansing; Lusk; Lyden; Maibauer; Marzola; Bob McCoy; McQuaid; Mitchell; Morasch; Nass; Nunno; Osani; Oyler; ~~Pattin; Potter; Powell; Rundle; Scanlon; Skoblicki; Ward Smith; Spees; Stinson; Strutz; Sumner; Ungerman; Wachowicz; and Dave White.~~ If you would like a copy of our current master roster add an extra buck to your check & I'll send one off to you.

FOR THE GOOD OF THE ORDER

I tried to use the following members e-mail addresses in early January, with the below noted unsatisfactory results:

Jon Gislason — his msg bounced back as "user unknown".

Gary Spees — his msg bounced back due to "host not found".

Mike McQuaid — his msg came back because "user unknown".

Cotton Burden — His message was returned annotated, "not accepting messages from this sender".

How about updating us guys, so we can get our records corrected. My e-mail address is: groovy@whidbey.net

If you change your address, phone number, or e-mail address please let me know so I can update our master roster. Contact me via either snail-mail, e-mail, or telephone. My phone number is (360) 679-6161, but those who have a copy of our roster already know that.

Our master roster is a dynamic, ever-changing thing. What with our modern mobile society, the increasing number of telephone area codes, and the proliferation of Internet Service Providers (ISP's) it's a task just to try and keep the roster up-to-date. I need you members to notify me of any information changes so that it can be kept

current.

I apologize to our members who have contributed tales from the past that did not get published in this issue. Jim McNinch, Reisse Perin, Gene "Skip" Brennan, Curt Roberts, and Bob Giddings all submitted great stories for publication in our newsletter. Thanks very much. They will all be included in a future newsletter. I just flat ran out of room in this one. I had some good photos I wanted to include in this issue also — but no room. It seems the reunion articles and our association business ~~items took up most of the space. We~~ can only have so many pages in the newsletter and still get the final product through the mail for 33¢. Don't let that dissuade you other folks, though. Please submit articles via e-mail or snail-mail. I'll get them into a future edition.

FLYING SAUCERS ?

E-mail from Don Grove to Jimmy Lee:

I received the picture (*below*) of the U. S. Customs P-3. Does it have a special designation? P-3 (what)? It looks strange with the AWACS-type bubble on the top. I see they still have the 'stinger' at the tail. Anything in the stinger? The latest VQ-1 P-3s, I think they're P-3E Aeries III's, don't have a 'stinger' aft of the empenage. The fuselage on these VQ-1 aircraft ends just a few feet aft of the rudder. I wouldn't think that Customs would want MAD gear in their aircraft, but as the stinger is there, it must be there for a reason. Are the drug lords now using submersibles? Over & Out. Don G

Jimmy Lee's e-mail response to my

above message: About the U. S. Customs Service's P-3. The USCS just calls it a "P-3", no special designation. These are P-3s from desert storage that

the Navy no longer had in service.

The USCS started out with the E-2C. They bailed three or four from the USN to begin their airborne anti-drug smuggling operation. This was back in the 1980s. But, the E-2C was so costly and unreliable, plus very difficult for the flight crews to handle, that the USCS returned the E-2Cs to the Navy and started operating the P-3. The P-3 proved to be more economical to operate and maintain than the E-2C. Anyway, Lockheed borrowed the disk radome (*AWACS-type*) from North Island back in the early eighties and installed it on a modified P-3B for the USCS. That began a big operation for Lockheed and the USCS. The USCS has both a slick electronic P-3 and the domed P-3. The P-3 is not only more economical to maintain but is much easier and more comfortable for the crew to operate. The USCS has many old Navy-trained P-3 Pilots and Flight Engineers operating their airplanes. The modification of the P-3 did not include the MAD boom. The MAD boom does not serve any purpose for the USCS. It was left there because of the cost of replacement and spares, etc. The drug smugglers operate in the Gulf of Mexico in the air and on the water. They also operate over land. I don't know of any attempts at underwater operations. The USCS began operations out of Corpus Christi, but then moved to Arizona. Well, it's a big program and I thought it might be worthy of the next newsletter? Out to you. Jimmy Lee
Lee was an ADJC & flight engineer in VP-1 1969 – 19xx. He is now an aeronautical engineer with the Lockheed-Martin Co., at Marietta, Ga.

From Jack Bachhofer: (Most recent information). U. S. Customs Service Orions are now at NAS Jax in an old renovated hanger across the street from NADEP – next to where the fly-



ing club was. VP-30 has a new hangar about 4 blocks inside the main gate, and from what we hear Customs is supposed to be building another new hangar closer to the main gate. Lockheed is working on converting 4 P-3's to the "rotor domed" (AWACS) types and we here at Jax are rebuilding and converting 4 more with the "coffin" type domes. Those are now called the "canoe" types. They are supposed to fly out on their missions in pairs as a team, with the rotor domed P-3's directing the "canoe" P-3's, just like an AWACS bird would do. Raytheon is the support and maintenance company, and is planning to be hire about 80 people locally here. Apparently when the aircraft fly, the maintenance people go along aboard them to their detachment site. Damned if that doesn't sound like a regular Navy VP sailor might be turning the show.

Jack was an ADJ in VP-1 for quite a few years. He was the second mech in crew-3 when we went to Iwakuni in 1970. He eventually went on to F/E School and qualified as a flight engineer. He now lives and works at Jacksonville, Florida.

MYSTERY PHOTO

The young lady in the photo on page 2 is none other than Carolyn Morasch. She is Paul "Shark" Morasch's spouse. Carolyn is the one who located so many of our people back in 1996 and 97. She may have even spoken with you on the phone.



MEMBERS

SPEAK

Jerry Adair: Hello Don. I just received your card, and to tell the truth I thought I was a member of VP-1 POPs. During the Bellingham '97 reunion, I was in the middle of starting up a new air plant and just could not make it, but Pensacola is another story. I will be there. It must have been great to see all the old gang again. Anyway the check is in the mail. Our on-line address is

jtabga@aol.com. It will be great to have any info on the upcoming reunion and a new list of the old shipmates. Looking forward to hearing from you.

Jack Adams (via Carolyn) – As you can see Jack still won't write letters. We plan to be at the reunion; our check is enclosed. Tell Mike Cole that, yes, Jack is still playing golf. If you walk out our back gate you are on number 11 tee – and only a little over a block from the clubhouse. It is a hard life!

Jack Berry – Don, it was good talking to you. I have been wishing for years that I could have a chance to go to a VP-1 reunion, but until reading about the up coming event in Florida, I was sure that it would never come about. Thanks to all that have put this organization together I now have that opportunity. I am excited. I have enclosed my membership fee and look forward to being a part of the VP-1 P-3 Orion Pioneers & getting reacquainted with my squadronmates of the past.

G. C. "Charlie" Budenz – Many thanks for your personal attention! As we used to say in the old country, "The Czech is in the Male!" Regarding Fred CUNY – Yes I knew of him . . . he's dead. His body has been found, I believe, & there are multiple theories as to how he died, at whose hand, and why. Most of my work – and tales – are much more pro-saic. Although I did serve as the personal escort for the Serb representatives to the OSCE Provisional Election Commission for 2 1/2 years. In the beginning, 1996, this involved SFOR armored columns (Italians & Turks); downsized in '97 to armored Land Rovers donated by the British Army for my use; eventually (1998) utilizing unarmed, thin-skinned OSCE Mitsubishi Pajeros. Perhaps if you were to ply me with likker . . . I could tell you more and better stories!

John Byczek – we've moved! New address is John & Teri Byczek, 631 Red Bark Cove., Collier, TN 38017. Phone: (901) 850-9722. E-mail: *jbyczek1@midsouth.rr.com*. See you all in May.

'Tex' Coleman – We are on the move again. Effective 21 Oct 99 my new address will be 3016 Clearview, San Angelo, TX 76904. I look forward to seeing everyone next May.

John Coy – I recently found VP-1 info on the internet. The info on "VP-1 POPs" was especially welcome. Would very much like to join this organization. Enclosed is a check for the dues. (*John is now a member – in fact he had the honor of becoming member #200*).

'Pete' Drees – Looking forward to the Y2K Reunion at Pensacola since we missed the last reunion due to family commitments. Pat & I are both planning to attend. She has a broken rib right now (1/31) but hopefully she will recover by then. I thoroughly enjoyed reading the newsletter, as usual, and appreciate your efforts to make it so successful. Sorry to hear about Don Swendsen's health problems. We will keep him in our prayers.

Jim Dudley – We received a Christmas note from Pete & Patti Drees that reminded us that we were delinquent in our dues and our planning for the reunion to be held at Pensacola during May. Please accept my membership check so we can become active VP-1 POPs members. We look forward to renewing acquaintances in May. We also are looking forward to receiving a membership list, and anything else you can send to bring a straggler up to date.

Doug Elston – After VP-1, I returned to flying in P2Vs with VP-69, a reserve squadron at Whidbey Island, while attending law school and working as a probation officer for the Juvenile Court in Spokane, Wash. My first attorney job was as the Assistant Staff Legal Officer at the Coast Guard Academy in New London, Conn. After four years of active duty as a reserve Coast Guard officer, I returned to Seattle and spent 20 years as a trial attorney in private practice. I remained active as a line officer in the Coast Guard Reserve and retired as a Commander, having served as C.O. and Group Commander of several small boat operations units in the Puget Sound and Pacific Coastal areas.

I am currently General Counsel for Alistar Capital Corporation, a private investment firm that specializes in the acquisition of mid-market companies (\$25 -- \$300 million) and is heavily involved in philanthropic activities. Judy and I have been married for over 33 years. Our daughter Jennifer, who

was born in Hawaii during our VP-1 tour, is now married and has a daughter of her own. Happily for us they live close by. We also have a 24-year-old son who is single and is about to move to Los Angeles to pursue a career as a screenwriter.

Bob Fuller (rec'd in mid-December) – Warmest Holiday Greetings to all Patron One P-3 Orion Pioneers.

Charlie Gardiner – I'm enclosing a check to cover my dues, and once again want to say how much I appreciate everyone's efforts in making our group cohesive and successful. I always look forward to receiving the newsletters and find them to be both interesting and amusing. The Bellingham reunion (thanks again Ruth and Rich) was one of the most interesting events I've ever participated in, especially since so many years have passed. So many people seem to have changed very little, which goes to show you're only as old as you feel! I look forward to seeing everyone in Pensacola!

Now, for my latest adventure! — I'm off to Guatemala February 3rd for an, as of yet, undetermined period of time. I plan to get involved in a total immersion Spanish program and will probably be away for five months or so. I'll likely be in Guatemala most of the time, but will no doubt travel to Honduras and Belize as well. I got tired of working and decided to take some time off — maybe a really long time; at this point, it's too early to tell. I've been down to Central America a couple of times before and think it should be a good experience. During the time I'm down there in Guatemala I'll likely make a couple of quick trips back to the States, and Florida is easy to get to from Central America. So, I'm hoping to make it to the spring reunion in Pensacola.

My girlfriend will be getting my mail and will let me know what's going on so I'm looking forward to the February newsletter. Anyhow, take care and I'll be in touch. My new mailing address: 199 Orr Street, Auburn, CA 95603. Phone number: (530) 823-1021. New e-mail address: charlesgardiner@yahoo.com

Earl Greenman – After retiring from the Navy when I left VP-1, I put in 24

years as a TV, VCR, and so forth, technician at a local appliance store here in Michigan. I retired from that in November '98. So far I've stayed in good health, and am looking forward to drawing social security for a long time. I've been keeping busy building a deck on the house and doing some remodeling. We live on a small lake that is full of large-mouth bass, pike, and pan fish, so I do a lot of fishing during the season. There are many swans and loons around, as well as lots of other critters. We're really looking forward to the reunion and seeing all the old shipmates again. We plan on making a driving tour out of it and seeing all the sights along the way. We are also planning on a cruise to Alaska next year — driving across the northern states to Vancouver, Canada — then back across the southern states after the cruise. A stop by Whidbey will be in order to see what the place looks like now, 30+ years after our transition to P-3s, and to visit some of the old VP-1 folks in the area. Looking forward to seeing you in May!

Pat Gesling — I am so sorry I won't be able to attend the reunion this year. I had already paid for a cruise and it doesn't get back until May 5th. I am so disappointed. I will certainly be thinking of you and hope someone will be taking some pictures. I'll pay for copies. Have a great time. Good health to all. (P.S. Millington in 2003).

Ruth Hunt (*Rich's sweetheart*) — I really enjoyed Van McCollough's piece in the last newsletter concerning Rich and the APS-80 radar. We have a standing 'joke' about his "hands-on" method for getting things to work. Long ago, one of our neighbors in Hawaii used to call and ask for Rich's 'laying-on' of hands. She was having trouble with her washing machine and her husband was gone on deployment. Rich would go over, open the lid, turn the dial, and lay his hands on the machine and the darn thing would work. Never failed! There have also been other times when this same method has worked. Gifted? I dunno.

Bill Johnson — You bet I'll be at the reunion! Enclosed is my check. Looks like a good turnout shaping up. Pensacola is a great place and the Naval Aviation Museum is spectacular.

Jimmy Lee — Great newsletter. Enclosed is my check for dues, a new roster, & all reunion events. There was an annual P-3 operator conference held here (*Lockheed-Martin, Marietta, GA*) the week of Oct 18-22. The NAVAIR P-3 Admiral made a presentation about the future of the P-3 program and said that the Navy will continue to operate the P-3C through 2045. Do you know how far away that is? So put the word out — all you P-3 people — train your grandchildren and great grandchildren how to operate and maintain the venerable Orion aircraft.

Bob Lersch — Here are my dues for the next period. Please note my address change. We bought a new house. Hope to see you all at the reunion. (*New address: 2185 Columbine Ct., Round Lake, IL 60073*)

Jim McAllister — Just a quick note to let you know that Jim "Silky" McAllister and Pete "Dragon" Drees will be attending the reunion in May 2000.

Jim McNinch — Please register my wife and I for the reunion. I'm really looking forward to seeing my old shipmates one more time.

Gail Melton (*Jim's spouse*) — Please put us on the list for attending the Y2K reunion — we are both looking forward to it! Enclosed is our check for the biannual dues, an updated roster, and payment for the reunion — all events. Thank you and see you there!

Jim Milligan — Hope you and yours had a great holiday and are enjoying the "good life" in good health. We appreciate all the hard work you are doing for VP-1 POPs, especially the newsletters. Enclosed is a check for my 2000/2001 membership and for an updated roster. We are looking forward to the Y2K reunion, and with any luck Amy & I will be there. Hope to see you soon.

Doug Murdock — Here are my dues. It has been sheer pleasure to read the newsletter. It makes it seem like VP-1 was yesterday instead of thirty years ago.

Peter Olsson — Enjoy your newsletter. Looking forward to the reunion in Pensacola.

home for Thanksgiving and Christmas.

Steve Palmer – After leaving VP-1 in July of 1971, I served another four years with VP-69, the reserve squadron at Whidbey Island. I used to catch an airlift out of Portland and go up there for the weekend. I hurt my back while up there on active duty for a week between Christmas and New Years of 1977, and several years later had to have back surgery. When my third child was born, I decided I needed to be a weekend dad more than I needed to be up there. I really miss working on the aircraft but fill in with tinkering on old cars and trucks. Keep up the good work on the newsletter, and I hope to see everyone one of these days.

Jim Radigan – Thanks for the newsletter. Missed the last reunion. Planning on the next one in Pensacola. Enclosed is my check for dues and the reunion.

Rod Skoge – Thanks for the great job. I wish more of the 1968-1971 era would join. Would sure like to know where some of them are and how they are doing.

Freddy Smart – Yes, we'll attend the reunion in Pensacola. We won't need billeting as we have a condo on the beach outside Pensacola. We're looking forward to the reunion. I was on crew 8 when I first arrived at VP-1, then crew 3, and lastly crew 1. I'm looking forward to the newsletters. Sorry to make this short, but I have to get up at 3:30 a.m. for a 3-day trip. (*He's an airline pilot*). Thanks for all the hard work!

Greg Smock – My wife and I look forward to getting together with 'the old gang'. I admit, though, I'll have to get the cruise books out to look up names and faces. Looking forward to an enjoyable time. Thanks to you and everyone who got this organization off the ground!

Stu Stebbings – I got your great newsletter. Enclosed is my check for the reunion. Can't wait to see everyone. We bought a new house and will move off the boat over the Thanksgiving weekend. I accepted another temporary assignment with the Pipeline Company up in Valdez, Alaska, for the winter. I'll be up on e-mail there as soon as I get organized. Will get

Mike 'Grumpy' Taylor – Pizza place is doing well. Bob Gregor & I are still planning on doing the Northwest (*by motorcycle*) next year – probably in early August. Sounds like we'll all enjoy Pensacola! Another great newsletter – does make me miss all the guys more, though.

John Thomley – My period of service with VP-1 is the most vivid and memorable of any period in my life. The men I served with were very ordinary people, but in that unique place and at that very special time we were extraordinary as a unit. It was an honor and a great privilege to serve with the men of VP-1, and the men of crews 6 and 11 in particular. I'm planning to move aboard a sailboat that I have been building in my backyard in either December '99 or January '00. My Shelter Island mailing address will remain good, though.

Richard Towner – Here's my check for the works; the dinner/dance, picnic, and brunch. And thanks for the newsletters. It's good to hear about the old VP-1 guys. I'm currently working in New Orleans as a geologist for the Department of the Interior's Mineral Management Service. My wife and I are looking forward to the reunion in Pensacola.

Dan Truax – Having just received and read the Fall VP-1 POPs newsletter, I must once again congratulate you on an outstanding product. Especially funny and rewarding was "Foots" Huston's input on my taxiing abilities in strange places. Ona and I have changed our plans for the spring and now plan to attend the Y2K reunion in Florida. Looking forward to seeing everyone at Pensacola!

Ron Vandergrift – There's not much new to report from the Monterey Peninsula. Since Moffett's closure we don't see many P-3s around here. Once in a great while one will make practice approaches to the Monterey Peninsula and I look up to remember "Foots", John Grotenhuis, Dave Srite, and all the department heads from '73 to '75. My son is currently a department head in VS-21 aboard the Kitty Hawk. Since submarines are "no longer a fleet threat" the 'S' in 'VS' now means "sea control". For those who like fiction, May I recommend Robinson's *KILO CLASS*; a good read.

Dan Waldrop (*phoned-in from Japan*) – he's still home based in the 'land of the rising sun' working as a Planner & Estimator at Naval Air Pacific Repair Activity, Atsugi, Japan. But, he says he doesn't get to spend much time there – on the road quite a bit. He had just returned from Okinawa when he called. Dan said the whole e-mail system there crashed a while back & they lost all their stored e-mail addresses. The system is back up & running again, but he lost all his VP-1 shipmate's e-mail addresses. That's why some of you didn't hear from him for quite some time. I sent him a listing of our VP-1 folks e-mail addresses that we know about via snail mail. Dan plans on retiring, probably down to the Jax, Florida, area in January 2001, "I can hardly wait", he said. He said he and his wife are looking forward to seeing everyone in May at the Pensacola. "I hope to see the PLA's (power lever adjusters) and all the rest of the folks who were over in Hawaii".

Don Waugh – Enclosed are my dues plus \$1 for an updated roster. I'm probably not going to be able to make it to Pensacola for the upcoming reunion; my daughter is getting married on the 6th. We may take off that night and try to make the Sunday breakfast; it all depends on how the wedding goes. I sure hate to miss the get-together. We had such a good time in Washington at Rich's place. Keep the newsletters coming – I love to read about our past shipmates. I'm now contract working for Veridian Engineering with Donn McKinnon. Tell everyone up your way I said "hi".

D. R. White – Greetings! Yes, I am still the ops director for Cathedral Residences (*senior citizen's housing*) here in Jacksonville. Certainly a lot more job than I ever thought I would do after leaving the Navy. Your query about Bob Hinz brought up some old memories. I will never forget a night in Iwakuni when he walked down the street with some fancy undergarments on his head that he had purchased for Lois (*his wife*). That was the same night that Scotty Hart, Bill Martin, and I had the 'great fight' with the Marines in the RTO district – and we won. Ah yes, memories; aren't they great. I even remember a young E. L. "Willie" Williams working at night fixing a large

hole in the side of a VP-47 P5M Martin Marlin, a "slick Navy nuclear bomber". The plane had hit a buoy and did almost mortal damage to itself. Excellent structural mechanic that he always was, Willie did an excellent repair job. I learned a lot from Willie over the years. I received my October newsletter in fine style this time. Really enjoyed it. The article on the Slam's made me remember being involved in the Bull Pup Missile P-3 Trials while in VX-1 in the 60's.

"J. B." Williams -- We are picking up our new *(to us)* motor home tomorrow. Our first long trip will be to the VP-1 reunion in May. We plan on attending all events and maybe playing some golf. See ya in May.

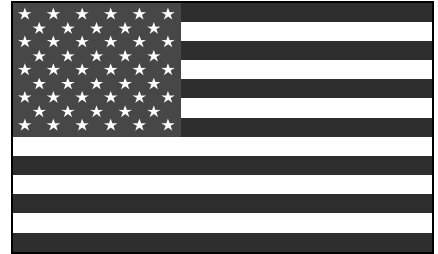
Jim Wooten – Here's my money for

everything at the reunion, POPs dues, and a roster. You don't have to believe this, but after reading the last VP-1 POPs newsletter I laid it down, and my Greyhound ate it. Seemed to enjoy it also. *(Everyone enjoys our newsletter, Jim)*. So please e-mail me the name and number of the motel, and exact dates. I think I remember the cost, but if my check isn't right tell me. *(I sent him another newsletter – and e-mailed him)*. I was glad to see Mike *(Glenn)* when he stopped by last summer. I can still spring for a beer and a meal if anyone wants to stop by. *(Jim has one of those exercising dogs that needed a home when its days at the track were over)*.

OFF DUTY

Admiral Elmo R. Zumwalt, Jr., passed away at Durham, North Carolina, on January 2, 2000. He died of complications from surgery performed after doctors discovered a cancerous tumor in his chest. He was 79.

Adm. Zumwalt was Commander of U. S. Naval Forces in Vietnam from 1968 to 1970. After that tour as the highest-ranking naval officer in Vietnam he was appointed Chief of Naval Operations, the youngest officer ever named



VP-1 POPs
C/o Don Grove
2024 Briarwood Dr
Oak Harbor WA 98277



This document was created with Win2PDF available at <http://www.daneprairie.com>.
The unregistered version of Win2PDF is for evaluation or non-commercial use only.