

VP-1 POPs



PatRon One P-3 Orion Pioneers

NEWSLETTER #11

MARCH 2002

COMBAT OPS

William Cole, Honolulu Advertiser

Cdr. Robert Lally likens flying patrols over the desolate terrain of southern Afghanistan to flying over the Mojave Desert. "There's just nothing there," he said. "Nowhere to hide." Al-Qaida and Taliban forces tried anyway, and P-3 Orion aircraft from Lally's Kaneohe squadron rooted them out.

From the start of the Afghan war until they recently returned home, the "Golden Eagles" of VP-9 flew combat missions day and night in the region, pinpointing targets for fighters and bombers, dodging ground fire, and, a first in the 40-year history of the aircraft, firing missiles at the enemy over land.

With mop-up operations under way in Afghanistan, that story now is being told. "I think what we did was very high-risk, and very high-reward, and I think we got a lot of momentum in terms of the role P-3's will play in the future," said Lally, the C. O. of VP-9.

The four-engine turboprop anti-submarine and maritime patrol aircraft, developed as a sub hunter during the height of the Cold War, performed their special missions over land during this battle. Flying up to two or more hours to reach their assigned area, remaining "on station" for another five to six, and then making the return trip to base, the Hawaii-based P-3's were key players in a long-range air war.

In just 2 ½ months VP-9 aircraft flew 100 combat missions over Afghanistan, providing "force protection" for U.S. Navy ships off Pakistan, and patrolling the Persian Gulf. During the six-month deployment the P-3 crews saw more flying time than any other VP squadron since the Vietnam War.

Patrol Squadron 4, the "Skinny Dragons," took VP-9's place last month, and set about searching for any al-Qaida and Taliban seeking to flee to Yemen by boat. P-3's flying out of Oman more recently began conducting surveillance in Somalia, a possible site of future U. S. strikes. Lally said the squadron kind of "evolved" into

the role. "You go from an ISR (intelligence, surveillance, and reconnaissance) platform to precision strike targeting in one mission — those are (usually) two separate worlds," Lally said. "There are not too many platforms in the Navy that can do what the P-3's do — ISR and deliver weapons." The Orions can carry 20,000 pounds of ordnance, including Harpoon, Maverick and Standoff Land Attack (SLAM) missiles, as well as torpedoes, rockets and 500-pound bombs.

The overland P-3s, armed with SLAM and Maverick missiles, reportedly hit Taliban aircraft and at least three buildings, including an SA-13 missile control center. Lally only would confirm the squadron fired missiles "multiple" times.

Taliban forces "wanted something they could put on CNN" and tried repeatedly to shoot down a P-3, B-52, or a fighter, said one VP-9 crew member who asked not to be identified. The slow-moving P-3s became a favorite Taliban target. "We would get shot at by anti-aircraft fire every time we went out there," the crewman said. "You could see them, but the anti-aircraft fire would never get high enough — (although) it would look like it was".

Taliban ground forces also fired unreliable MANPADS, shoulder-fired rockets, and surface-to-air missiles, one of which rocked a P-3 when it exploded close by. None of the P-3's were damaged or brought down, though. Seeing the ground fire "was like a fireworks show," Lally, said. "When you see triple A and surface-to-air bursts, it's like the muzzle of a rifle — you see the flash. The hair stands up on the back of your neck, and you get into that mindset of having been in Indian country," he said.

The 11 crew members aboard the P-3s used sophisticated electric optics, including high-resolution cameras, to track movement on the ground. One P-3 would patrol the skies at a time. Often, the aircraft conducted surveillance on truck convoys or compounds that dotted the region. The information would be relayed in real time to commanders who would make the decision whether to call in a strike. During and after a strike, the P-3 would remain over the

target to assess the damage.

Lally recalls "having eyes on target" during a coalition attack on Taliban forces in Kandahar, seeing three to six trucks escaping, calling in the information, and continuing to monitor the battle as U.S. fighters swooped in and hit the vehicles minutes later.

The success of the missions was a boost not just for the squadron, but the P-3 itself — an aircraft at a crossroads in its life. The Navy is faced with the decision whether to replace or upgrade the Orion, a craft based on a 1950's design, that hasn't been manufactured since 1990. Almost three years ago the Navy closed its main Hawaiian P-3 base at Barbers Point and transferred nearly 2,300 Navy personnel along with 29 P-3 Orions and nine SH-60 Seahawk helicopters to Kaneohe.

Lally said the eagerness of flight crews and maintenance personnel to perform their mission was impressive. "There was a desire to get that plane off the deck as soon as possible, and stay on station as long as possible," he said. Support personnel changed 33 engines in six months, and loaded 2 million pounds of weapons — efforts Lally called "phenomenal."

Hawaii-based P-3's flew largely maritime missions in the Gulf War, and Orions from outside of Hawaii saw duty in Bosnia and Kosovo. But Lally believes the success of P-3's over Afghanistan has begun a new chapter in the book on this venerable aircraft. "We've got a lot of value added now to have a P-3 working for the battlefield commander," he said.

P-3's IN AFGHANISTAN



Marco Borst, P-3 Research Group

Rear Admiral Anthony Winns, commander of the Pacific Fleet's Patrol and Reconnaissance Force, says the Navy's P-3C Orions are playing a significant role in the Afghanistan war. They are providing the Marines, and other forces, with valuable airborne imagery.

"Once the Marines went into Afghanistan, the focus of P-3 operations in the region shifted to help provide protection for ground forces at Camp Rhino", he said in a telephone interview from Kaneohe Bay, Hawaii.

"We provided around-the-clock support for the Marines in the Kandahar region," said Winns, referring to a Southern region of Afghanistan where many Marines are stationed. Before the Marines entered Afghanistan, P-3s were supporting other special forces, he said. VP-9 recently completed a very successful deployment in that region and was relieved on-station by VP-4.

The Navy has been upgrading their aging P-3C's through efforts such as the Anti-Surface Warfare Improvement Program, which enhances sensors, weapons and command, control, communications, computers, intelligence, surveillance and reconnaissance capabilities. The AIP includes the incorporation of Standoff Land Attack (SLAM) missiles and Maverick missiles.

"We're there on station the whole time," said Winns. "We're providing real-time imagery. The streaming video is something that is fairly new. That's being provided to ground-based forces." These aircraft are equipped with electro-optical and infrared sensors, as well as synthetic aperture radar. The Admiral said that the streaming video is not necessarily for targeting, but it provides a picture of the landscape to the task force commander.

"Basically, he can see a lot farther out in front of his position," said Winns. Meanwhile, P-3 aircraft are continuing to support maritime interdiction operations in the Persian Gulf and performing armed carrier battle group escort missions and surveillance missions in that region. Winns stated, "There's no doubt the P-3C's are in high demand. The U.S. commander of maritime interdiction operations in the Persian Gulf recently praised the performance of the P-3 forces".

"The P-3's are also providing imagery of ships we suspect of smuggling oil out of Iraq," said Winns. That capability gives our U.S. forces real-time information concerning the appearance of suspected smuggling vessels, he said.

PRESIDENT'S PODIUM

Don Hanson



VP-1's crew-5 on a 1971 visit to Corregidor. Left to right is AW3 Brian Belcher; AE2 Rob-Roy Graham; AW3 R. E. Wood; AO1 Tom Skoblicki; Lcdr Pete Drees; AMH1 Bob Giddings; AT2 Joe Troise; Lt. Tim Quigley; AW2 Sreve Orell; and Lt(jg) Stu Stebbings.

VP-1 POPs President

P-2 MEMORIAL PROJECT

A long awaited project to obtain a P2V-7 "Neptune" aircraft for a memorial display at the Whidbey Island Naval Air Station is underway. And we're involved.

This "P-2 PROJECT", working with NAS Whidbey, will obtain an aircraft, prepare an appropriate display site near the main gate, and station the aircraft as a symbol to the memories of the P2V ASW community and NAS Whidbey's heritage. The aircraft will be dedicated as a memorial to all who flew in or maintained the aircraft, but particularly those who lost their lives in P-2 operations over the aircraft's 25 years of service at NAS Whidbey Island. The memorial will include an appropriate display commemorating those who lost their lives in Neptune operations.

The VP-2 Association initiated the project, but all the Whidbey-based P-2 squadrons are showing support for the project. All members of the VP community, past members of P-2 squadrons, local industries, suppliers, businesses, and veterans groups are being asked to join in. Several discussions have been held with the NAS staff, and they have been receptive. They have laid out a program that is fairly straightforward.

When the memorial pad has been designed, project costs roughed out, and a time-line for the project established, the Commodore will be briefed on the project and his active support requested. With his approval of the project, the NAS C. O. will be briefed and his support requested. When he's comfortable with the plan, he'll generate a letter to have a P-2 leased to NAS Whidbey as a memorial. This will trigger serious fundraising and the generation of a letter to SecNav offering the memorial as a gift.

The P2 PROJECT is well underway. An initial

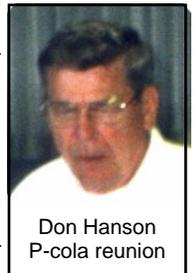
letter of request has been sent to the NAS Whidbey C. O., with a copy sent to the Commander, Patrol/Reconnaissance Wing-10 at Whidbey. The Commodore responded with encouraging words, "We look forward to assisting you where we can in this process and share your excitement for a successful outcome. The anticipated aircraft display will be a valuable contribution to our aviation community and our proud Maritime Patrol heritage."

We began looking for a candidate aircraft in late 2000. Several Neptunes have been located, with the primary sources being the fire bomber squadrons and the "boneyard" at Davis Monthan AFB. A memorial pad is being designed and blueprinted. Two meetings have been held in Oak Harbor to get the local community involved with the program, since we'll have to locally provide upkeep and maintenance on the memorial. An ex-member of VP-28 has volunteered to help us set up a website. A fundraiser for the project has been designated, and contacts and rosters of all the squadrons are being developed. Industry, suppliers, and other support sources are being gathered.

Fundraising will be a major effort. Early indications are that while we have a lot of talent and enthusiasm, many activities will require paying for contractor support.

As your VP-1 POPs president I urge that we all support this project to the fullest. Many of our squadronmates have memories of P-2 operations, long flights, far-away bases, comradeship, lost shipmates, and hazardous experiences. We want to see that symbol of our past proudly standing guard at NAS Whidbey Island's Ault Field gate.

There are several things that you can do. First, plan on making a good contribution to the effort; it will take significant funds to get the aircraft, move it up here, and put it on a pad.



Don Hanson
P-cola reunion

The Navy will not help with costs.

Second, we need info. We need the latest address of every eligible squadronmate of our VP-1 P-3 Orion Pioneers era (1969-1974) that you know of. If you yourself have had a change in mailing or residence address, e-mail address, or telephone number, send it in, (along with your membership dues for 2002-2003 — if they're still unpaid).

We also would like to have names and addresses of previous members of any of the numerous Whidbey-based P-2 squadrons. Hopefully we be able to combine them into one gigantic roster.

We need the name and address (only, please don't solicit) of anyone you know who can provide an access to contributions from the many vendors, such as Lockheed, Sundstrand, Hamilton Standard, and so forth.

We're going to need the names of all those who were killed in service with the Whidbey P-2s for our memorial. You can really help here.

Finally, we need volunteer help. If you live in the Whidbey area, come and join our monthly



A majestic P2V Neptune on patrol in by-gone days.

meetings. Our local group meets at the Oak Harbor Lutheran Church on NW 2nd Street, 1900, the first Tuesday of each month. Whenever in the area, you're invited. If you can help with fundraising, publicity, banking, legal work, construction, or labor, please let me know. Or simply ask where you can help.

Help spread the word to all who ever served with P2V's at Whidbey. VP's -1, -2, -4, -17, -27, -42, and -57 were all at Whidbey with P-2's at one time or another.

See you at the "Gate" — and at Memphis.

NEWS FROM SQUADRONMATES

Barbara & Jerry **ADAIR** (12/10) — AE2 Gary Etheridge is still missing from our roster. I've tried to find him, but so far with no luck. (*He's still on our "Find Guys List", Jerry, meaning no one has located Gary yet.*) Great job; I enjoy the newsletters and talking with the old friends that VP-1 POPs has reunited me with. (Bobby and Joyce Oliver were to visit the

Adairs recently. Hope they all survived the encounter.)

Jo & CWO Marty **BECKER** (11/1) — Our trip to Alaska last summer was outstanding. We enjoyed all our camping. Stayed at Denali National Park for three days. We met some fellow campers there who were from Oak Harbor, WA. The lady looked slightly familiar. Turned out that she worked in the electronics department of the main Navy Exchange at NAS Whidbey. Her husband was also a retired Navy man. Small world, isn't it? Must be near the four year mark that we've been here in Arizona — "time for orders". Getting itchy feet. Time to move on to a new locale? We'll keep you posted. (*Heard just recently through the grapevine that the Beckers are moving to California — haven't heard from them about it, though.*)

Susan & Lt. John **BERGER** (1/2) — POPs dues enclosed. Thanks for the reminder. We intend to attend the next reunion, so please be sure to keep us posted.

Linda & AMS3 Gary **BLOCKER** (2/7) — Here's my dues and an extra buck — sorry I'm late. Please send an updated roster when you get a chance. I'm trying to find Dean Potts (AMS2). He lived in New Jersey and was a cop for the town of Delran, but can't find him listed there anymore. I'll keep looking.

Donna & ADJ1 Tom **BROWNING** (11/15) — Thanks for the newsletter and all the info. We're doing well. Looking forward to Memphis in 2003. We're planning to take three weeks off then, and pull our 27' fifth-wheeler there and back (*from California*) — with lots of stops in-between.

Lt Charlie **BUDENZ** (11/15) — Just finished reading the latest VP-1 POPs newsletter which is easily the best yet. Terrific! That aircraft behind me at the Sarajevo airport, (picture on page 2), is a Russian Antonov AN-24 photo-recon bird utilized there for the 'OPEN SKIES' program. It flew tracks over the several land areas comprising Bosnia, photographing various ground sites for disarmament purposes. That was one of the mandates of OSCE, the Organization for Security and Cooperation in Europe, for whom I served as Chief of Operations. One of my many duties was to plan and arrange these missions, much as I had done as an "AIO" back in VP-1. I also operated an OSCE airline 'IN COUNTRY' (Czech LET-410), and to Europe (Fokker F-27), along with a ground transportation system that included approximately 150 diesel VW Golfs, 50 Mitsubishi Pajeros, 50 Mercedes and Volvo trucks, 3 armored Land Rovers (provided



by the British Army), and 2 armored Chevy Suburbans (LAV's) provided by the U. S. State Department. My job was to keep our Head of Mission (HoM), a U. S. Ambassador, moving on the road or in the air 24/7. Did that for three years (Jan-'96 to Dec-'98). I've gotta thank "Willie" Williams for the excellent effort and extend a hearty "Mission Accomplished!" for squaring away the VP-1 Plaque situation with the National Museum of Naval Aviation in Pensacola. Always an excellent squadron team effort from VP-1 — so kudos too for Jack Adams — and the NAVAIR Museum itself. Well done!

Beth & AT3 Bruce **CARPENTER** (1/14) — We're drowning in rain here in Oregon. Reminds me of a flight from Hawaii up to Adak, Anchorage, and Kodiak. The stop at Adak was 15 minutes in a horrendous downpour. We quickly took-off looking for a drier place.

Lt. "J. V." **DeTHOMAS** (1/12) — Thanks for the reminder. My dues are enclosed — keep me on the list.

Pat & Lcdr "Pete" **DREES** (11/5) — The Pensacola reunion was a great success — thanks to all who worked so hard to make it so. I agree with Don Swendsen regarding efforts to get our younger people more involved (at least they were young when I left the squadron). I'd enjoy seeing more of the members of my old crew-5 attend our reunions. These men were the backbone of our ASW tactical crews and we would like to see them again. They were important and necessary back then, as they still are now. I'm enclosing a picture (*on page 2*) of "the gang", taken back around 1971.

Floretta & AVCM John **DRIVER** (1/27) — Glad to hear from you, Don. Yes, Mac McComas got in touch with me via a VO-67 comrade. VO-67 has an up and going organization and we've had 2 reunions — Vegas in July '99 and Reno in March '01. We will be at Pensacola in 03. I'll be delighted to join the VP-1 POPs group, and look forward to the reunion at Millington next year. Please send me all of the info. As to why I'm in Missouri — my last tour of Navy duty was at Atlanta — recruiting duty. Retiring from Naval Service I immediately went to work for Rockwell International at Duluth, GA. Boeing bought-up most of Rockwell's Aerospace components in 1996. They then bought out McDonnell-Douglas in 1997. This resulted in Boeing's having two missile plants. They then merged our division into the old McDonnell-Douglas component, putting us in a competition. Even though we had a more modern plant, more orders, and no union, it was decided to close our plant. I was in Quality Assurance and was offered the opportunity to move, along with lots of incentives. At Missouri I had an opportunity to build on a golf course in Wentz-



Tom — P-cola Y2K gathering



John Driver - 1971



P-3C WITH THE NEW "GLOSS" PAINT SCHEME.

ville, about 40 miles west of St. Louis. So here we are. I will retire again this June 30th. My health is good. Floretta had a heart attack in 1997, but suffered no permanent damage. We have three kids and five grandkids. VAHM-10 (a precursor of VP-17) is planning a reunion for this coming October at Colorado Springs. I'll hope to make that one also.

Judy **DUDLEY** (Lcdr Jim Dudley's widow) (1/19) – I still regret that Jim and I were unable to make the reunion in Pensacola due to his medical treatment schedule. It's hard to believe that he's been gone for over a year already. I miss him very much. Hopefully I'll be able to attend the Memphis reunion. It would be good to see my many friends from those days.

Peggy & Russ **FREDRICK** (1/10) – Thanks for all the good work you're doing with VP-1 POPs and keeping us together.

PN2 Charlie **GARDINER** (10/26) - I wanted to let you all know that I made it back safely from South America. I had a great time there and made terrific improvements in my ability to speak Spanish. I'm now able to voice my displeasure at people without first having think about it. I'll probably "hang out" stateside for several months. Am thinking of going back to S.E. Asia and on to Japan (remember Iwakuni?) sometime after the new year begins. I've been somewhat of a vagabond for 2 years and I've found that once you assume that lifestyle, people view you differently — probably with good reason! I have some business interests that I hope to explore in both Taiwan and Japan and am hopeful I can make something of myself yet. I wish the best for all of our many shipmates and look forward to the next reunion. I'll make every effort to attend; it's on my calendar! I noticed that "Det Lost" was mentioned in one of our newsletters. Boy, do I remember that! I was the "blackshoe" on that fiasco, and what an adventure. I sure fell in love with Thailand on that trip and had such a good time. Everybody became so close on that exploit that we had a "Det Lost" party in Iwakuni a week or so after we returned. It was all very memorable for an 18 year old youngster from Oregon!!!

Marsha & Lt. Rocky **GMEINER** (11/20) – Here's my dues. Sign me up for another two years. Looking forward to the next reunion.

Berny & AWC Earl **GREENMAN** (11/5) —

Thought I'd send along a few lines — its been quite awhile. Berny and I have stuck pretty close to home this year. We plan to fly to Hawaii next year and take a cruise around the Islands. I was there for four years but didn't see much of the outer islands, except from the air. Berny had foot surgery this year and she's still limping around a bit, but mending well. So far we've both been in good health. Hope to keep cruising the world for awhile. "HI" to everyone, and we're looking forward to seeing you all at Memphis.

Doris & Lcdr Chuck **HIGHTOWER** (1/5) – My dues are enclosed. I'm enjoying hearing all the news, good and bad. Plus all the excellent articles our shipmates have written. We appreciate all the work

Chris & AMH3 Carson **HUNT** (12/12) - Enjoyed the newsletter; as usual a job well done. It's always filled with lots of good stories. We have a new e-mail address, "CCA4E45680@YAHOO.COM". I'm hoping to get a web site up and running soon. It seems I'm always busy at one thing or another and just don't get around to doing it. Lately I have been enhancing an old photo that I took at Cubi Point. If I can get it to load I'll send it in as an attachment. (*Got it, Carson. The old NAS Cubi R4D — (C-47 in the modern lingo). Maybe someday I'll have room to put it in a newsletter.*) Chris is enjoying her work with the library's Extension Services, and her piano playing at the church.

Ruth & AW2 Rich **HUNT** (2/2) - We have some exciting news. Our daughter, Annette, and her husband, Richard, are expecting twins this fall. So, I must do some sewing again. This news has caused a change to our travel plans. Annette and I were going to fly to England the end of May, but her doctor says "no-no". So, we're putting that off for a year. The annual Nor'west summer VP-1 POPs picnic will be held at our place the 10th of August. All are invited. Anyone that happens to be in the neighborhood (the great Pacific Northwest) should plan to stop by. It'll be a pot luck affair. So, bring yourselves, something to eat, and come and visit with us all.

Ellie & AEC "Ben" **JOHNSON** (1/10) – Thanks for the dues reminder. My payment is enclosed. We've recently had approximately 4" of snow here along the Alabama-Georgia line. Caused a lot of places to close. Fort Benning shut-down for two days. Ellie got real excited as she doesn't get to see much of that white stuff, except if we go up to Boston during the winter. Haven't heard from Bob Gray since before Christmas. (*Hey, Bob! What's happening? We at VP-1 POPs also haven't heard from you in a very long time.*) See y'all in Memphis.

Patty & Cdr Bill **JOHNSON** (11/15) - Really enjoyed Jim Hamilton's story about the squadron flag in the November newsletter. I cherish mine; a very nice memento. I have seriously

considered donating my flag to the National Museum of Naval Aviation in Pensacola — to hang there with the other squadron flags. VP-1 was not represented at the museum; however, I read in the newsletter that Willie Williams and Jack Adams were able to come up with a plaque and present it to the museum. "Good on ya", as the Aussies say. Patty and I recently returned from a trip to Guam to see our two sons. Sure is a long haul to see the kids! Matt has restaurants/lounges on Guam and Saipan, and Dan (ex VP-22 P-3 pilot) is a pilot with Continental Micronesia. Guam sure has changed since my P-2 and P-3 trips there. World class hotels on Tumon Bay — NAS Agana gone (Continental using the big hangars) — a big new terminal at the airport (*that once was NAS Agana*). The boys took us to Australia; Cairns and Port Douglas up in the Northeast corner of the continent. Went diving on the Great Barrier Reef which was quite an experience. We ate tons of superb seafood! Came home via Tokyo — non-stop from there to Newark in a Boeing 777. Long flight? Took us 12-hours — about an average P-3 patrol, (but the chow was better). Looking forward to the Memphis Muster. We'll see you there.

Virginia & Grant "Doc" **KEELER** (1/12) – Here are my dues for '02 and '03. Am planning on the '03 reunion at Memphis.

Corrine & Lt(jg) Dave **LARSON** (11/17) – Truly appreciate your efforts — no, should say success — in providing this forum and galvanizing such a small snapshot of our lives into black and white. It has meant so much to us in these subsequent years. See ya at the Memphis Muster!

Carmelita & ADJC Jimmy **LEE** (11/18) – The November Newsletter is great! I'm still reading it, over and over. Here's my dues for the next two years.

Linda & AW3 Steve **LINN** (11/12) - Don: Can't get a free meal at a Golden Corral here, but, I gotta say, you're the best in the business. Thanks for taking the time to send this info to all of us and you deserve a wonderful vets day!

Laura & AME2 Jim **McNINCH** (11/24) – Here's my dues for the 2002-2003 period. The newsletter was great. We really enjoy hearing what's-up with all the old squadronmates. Please e-mail us an updated copy of the roster.

Ellen & Lt(jg) Bob **MILLER** (11/19) – Thanks for the latest newsletter. We're glad to see that Ed Cashman has joined the group.

Pat & AMHC Paul **NULPH** (12/24) – Sign me up as a member — and thanks for "finding" me. After retiring from the Navy in July of '74, I returned to my home town of Butler, PA. Helped my brother and father-in-law with their mobile home parts and service business. In March of '75 I started working for Weyerhaeuser as a Millwright. Stayed there till Thanksgiving of 1979 when I and about 35 others were laid

FINANCES — MONEY — DUES — ETC. First, let me say that financially our organization is in the black. We have no overdue bills hanging over our heads and no collectors knocking at the door. And we aim to stay that way. But we do have expenses, and without income to counter those expenses we'd soon be looking at red ink. The only income we have is the biennial dues our members pay. Dues, dues, dues! It seems that's all I've been thinking about lately. If all our members who haven't yet paid their dues for 2002-2003 would immediately sit down, write a check, address an envelope, etc., I could quit thinking about them. I'm tired of dues, dues, dues. Our membership dues are collected every two years — at the beginning of each even numbered year. But, you don't have to remember that! You don't have to leave yourself a sticky-note hanging on the refrigerator for two years. We notify all hands when payment is due. Isn't that nice? There was a notice in our last newsletter, the November issue, on page 8. All those whose membership payments were due were listed there by name. I believe everyone that receives our newsletter can read. Thanks to you folks who were prompt with your dues payment. Those who haven't yet sent your membership dues in, please do so quickly. Those not paid-up for the 2002-2003 biennium by 30 March 2002 will be downgraded to non-member status and will be removed from our active mailing list. If your dues aren't current this will be your last newsletter until your membership dues are paid-up. We, and you, I hope, don't want this to happen. But, those who don't chip-in to help with expenses can't expect to enjoy the benefits. These newsletters you receive don't get to you without a cost involved. Right now the cost to have a VP-1 POPs newsletter delivered to your door is about \$1.30 per person. And postage is going up again — soon. Our telephone calls attempting to locate our so far unfound squadronmates are not free-of-charge. Printer paper, ink, envelopes, etc., etc., etc., are not free. Nuff said.

Below is a list of our paid-up members-in-good-standing for the 2002-2003 biennium. This list was compiled on 3-2-02. If your name isn't on the below list you need to remit your dues as soon as possible. Our dues are \$15. That pays for a two-year cycle. So, actually only \$7.50 per year — 62½¢ per month — 14½¢ per week — wow! What a bargain. Not even the cost of a can of soda. When paid you'll be a member-in-good-standing till the end of 2003. Make your check or money order payable to “VP-1 POPs”, and mail it to either me, President Hanson, or Vice President Hunt, (addresses below). If you think you've already paid your membership dues for 2002-2003, but your name doesn't appear on the below list, please contact me so we can get things straightened out. I do make a mistake on occasion. Here's an alphabetical listing of VP-1 P-3 Orion Pioneers that I have as being paid-in-full for the 2002-2003 biennium:

Jerry ADAIR; Jack ADAMS; Jack BACHHOFER; Jeff BARCLAY; Marty BECKER; John BERGER; Dave BETZ; Gary BLOCKER; Ross BONNY; Gene BRENNAN; Bob BROWN; Tom BROWNING; Al BURCHI; Bruce CARPENTER; Ed CASHMAN; Ron CLAGGETT; Frank CONKLE; Jim COOLEY; Doug CROWE; Eddie DAYRITT; Mark DEICHERT; John DeTHOMAS; Bob DEVRIES; Pete DREES; Judy DUDLEY; Donna DVORAK; Kay ERICKSON; Freddie FINK; Jack FORTE; Russ FREDRICK; Bob FREEDMAN; Cliff FREUND; Charlie GARDINER; Mike GARRICK; Dan GARRISON; John GAUKEL; Pat GESLING; Bob GIDDINGS; Rocky GMEINER; Robroy GRAHAM; Earl GREENMAN; Jim GROMELSKI; Don GROVE; Denny GRUWELL; Dick HAGLUND; Jim HAMILTON; Don HANSON; Jim HARVEY; Chuck HIGHTOWER; Bert HOWARD; Charles HOWARD Jr.; Carson HUNT; Rich HUNT; George HUNTER; Foots HUSTON; Bill JOHNSON; Ben JOHNSON; Paul JOHNSTON; John JUNK; C. K. KAUAHI; Doc KEELER; Dave LARSON; Jack LAUTENSCHLAGER; Jimmy LEE; Bob LERSCH; Jim LUPER; Larry MANARO; Jim McALLISTER; Mac McCOMAS; Bob McCOY; Bill McDONOUGH; Paul McFARLAND; Donn McKINNON; John McLAURIN; Jim McNINCH; Bob MILLER; Ron MONTGOMERY; Burt MYERS; Paul NULPH; Bobby OLIVER; Dan OYLER; Virgil PATTIN; Larry PERDUE; Vic PESCE; Greg PIERCE; Gene POOLE; Frank RAYNOR; Harry RECTOR; Curt ROBERTS; Rich RUNDLE; Gary RYAN; Rick SALAS; Dave SANDERS; Ken SHERMAN; Tom SKOBLICKI; Rod SKOGE; Ward SMITH; Stu STEBBINGS; Don SWENDSEN; Mike TAYLOR; Jerry THORNBURG; Richard TOWNER; Dan TRUAX; Jerry VON RONNE; Dan WALDROP; Don WAUGH; Dennis WHITE; E. L. “Willie” WILLIAMS; Ken WILLIAMS; Dave WITT; Jim WOOTEN; Charlie YOUNG; and Mike ZINZ.

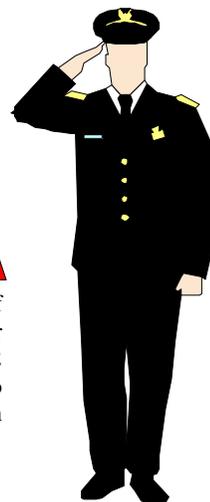
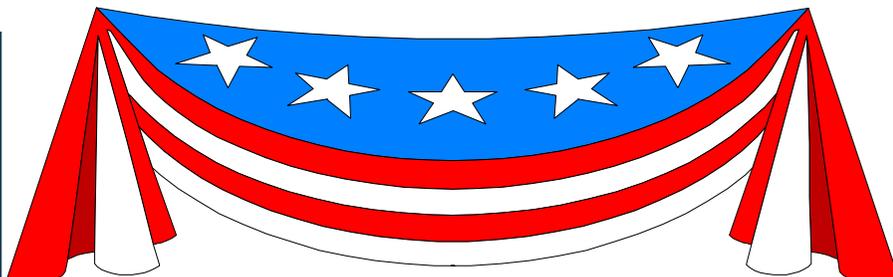
As previously noted on page 8 of our November newsletter, due to carryovers from previous payments Cliff LEISINGER and Kingsley SUMNER only need to pay \$10 to have their dues fully paid-up for 2002-2003.

VP-1 P-3 ORION PIONEERS OFFICERS

President — Don Hanson, 5130 N. Veness Pl., Oak Harbor, WA 98277 Phone: 360/240-0805 E-mail: dchanson@whidbey.net

Vice President — Rich Hunt, (413 W. Hemmi Rd.), P. O. Box 342, Bellingham, WA 98227 Phone: 360/398-1696 E-mail: rrrwester@aol.com

Secretary & Treasurer — Don Grove, 2024 Briarwood Dr., Oak Harbor, WA 98277 Phone: 360/679-6161 E-mail: groovy@whidbey.net



Sadly, we report the passing of three of our squadronmates from the early P-3 Orion days of VP-1. ATC Jon “Swede” Erickson passed away at Jacksonville, Florida, in November 2001. AWCS Mike Glenn died at Birmingham, Alabama, in November 2001. And AO2 Jack Barry passed away at Oahu, Hawaii, in February 2002. We salute these men who served their country well while performing their assigned duties with Patrol Squadron ONE, the Fleet’s Finest. They’ll be missed! Hand Salute!



Jim at Naha
1974 deployment

off. About a year later went to work for Cooper Bessemer Foundry at Grove City, PA. Helped manufacture diesel locomotive engine blocks there. Laid-off again in September of 1982 due to a business downturn. In the summer of '83 I went to work at an outpatient clinic as a custodian. Had to terminate there two years later after my first of three heart attacks. While still in the hospital recovering from the first attack — I had my second. I was a goner this time, but was brought back to the land of the living with 5 jolts of 440 volts. My third episode was on my daughter's birthday in 1987, while I was in the outpatient line at the Butler VA hospital. I was only 20 feet from the hospital's emergency room, so I lucked out again. Went to work for Cannon at Cranberry, PA in the summer of 1990, but found a better job in May 2000 with Pro Guard Security in sunny Arizona. There we had security chip cards and readers, computers for lock control, alarms, and 6 elevators. This good position came to an end when I tripped over a curb in the dark parking garage on level G-2. I had to have a 4th knee operation. So, with all the great luck I was having I decided it was time to retire, which I did in May of 2001. Then — father time struck again this past December. I wound up in the hospital's Heart Institute here for three days. I had almost passed out while feeding my grandson. Pat, my wife, called 911, and off I went. Enough about that. I was ecstatic upon hearing from Bob Giddings and Don Grove about the P-3 Orion Pioneers. Enclosed are my dues. I wish I had known about this group years ago. Two of those P-3's that were listed in a previous newsletter as going to Brazil were Orions that I flew in when in VP-31 back in 1965. Jack Adams did also. That brings y'all up to date with me. But, Mike — I still can't figure out how you could lose your watch laying under a motorcycle on an Olongapo street!

AMS2 Curt **ROBERTS** (12/10) – Work here is still going pretty good, Champion sold the company to International Papers. They kept it about six months, then sold to an investment company from Florida. We're now known as Smart Papers, LLC. They've only hired back about 65% of the people that had been there. We had to take a large pay cut, and learn to work quite short handed, but at least it's a job. Still one of the better jobs in this area. A lot of the bigger places that paid good have moved or closed. There's only 3 or 4 left in the area. I'm back online now. My new e-mail address is PAPER-OB20@MSN.COM

Karen & AX1 Rich **RUNDLE** (1/22) – Tell everyone that Karen and I say "hi". Talked to Gary Blocker a couple of times in the past few weeks. He's



Paul — 2001

still as he always was.

Tom & AO1 Pat **SKOBLICKI** (1/22) – We're not lost, really. When we left VP-1 in July of '71 I went to SERE school at Brunswick, Maine as an instructor. Spent 3½ years there, then over to VP-26 at NAS Brunswick. Was in a flight crew, and was the NATOPS evaluator for ordnancemen. Three years later, March of 1979, I returned to SERE school until April of 1981 when I was commissioned as a CWO2. We then left Maine for duty with VA-113 at Lemoore, CA, where I served as the Ordnance Officer. VA-113 was the first fleet squadron to operate the FA-18 strike fighter. We deployed aboard the carrier Constellation. While attached to VA-113 I received two early promotions and left in September of 1984 as a CWO4. We returned to NAS Brunswick where I was the Assistant AvArm Division Officer. I was there for one year, terminated shore duty, and went back to Lemoore and duty with VFA-25. I remained with VFA-25 until October of 1987 when I retired from Naval Service with over 26 years active duty. I'm now a vice president for a company that's involved in agriculture business here in the Lemoore area. I plan of retiring from this position at the end of this year. Pat, who's from Anacortes, Washington, and I have been married for 37 years. We have two daughters and four grandchildren.

Sandy & AX1 Ward **SMITH** (1/23) – We couldn't make it to the get-together in Pensacola, but we're anticipating the one in Tennessee. See you there.



Tom 1971

Jane & AOC Lou **TAFOYA** (11/9 & 12/24) - Buenos Dias. I really haven't done much of anything for months. Sort of like in limbo, I guess. For those of you that don't know, Jane has had a breathing problem since last spring. Things are improving, but will never be the same. She is tethered to an oxygen bottle now, and tires very easily. She was in the hospital for about 30 days last spring, with most of the stay in ICU. We almost lost her a couple of times but the Good Lord intervened. As yet her doctors haven't determined exactly what the ailment is, but we are hoping that we'll soon be enlightened by a second opinion from other doctors. Doctors here say that Jane's breathing ailment may be Wegners Disease, or Idiopathic Pulmonary Fibrosis, or something else. But, so far it is an undiagnosed Auto-Immune Disease. These days even walking a few feet causes her to become exhausted. Jane stays in good spirits, though. Other than the medical problem, we're doing very well. We're expecting a new grandson in early January, and we're very excited about that. That'll make 2 grandsons and 3 granddaughters for us.

Ellen & AME2 Richard **TOWNER** (1/22) – We enjoy hearing of both the past and present exploits of our squadronmates in the newsletters. I'm still working in New Orleans as a geologist for Uncle Sam. It's been an active year in the oil and gas business.

Ona & Lcdr Dan **TRUAX** (11/19) – Dues enclosed. Great job on the November newsletter, as always. Looking forward to the "Memphis Muster". Hi's to everyone in the Northwest.

Joyce & ADJ1 Dave **WITT** (1/10) – Here's my remittance for continued membership in our fine VP-1 POPs outfit. See y'all at Millington in 2003. I hope Joyce will be able to make the gathering with me — she still has family there.

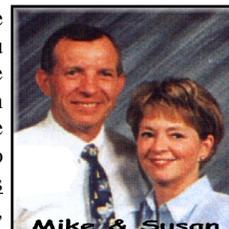
Susan & Lt Mike **ZINS** (12/3) – Suzi and I are looking forward to the reunion at Memphis. We enjoy hearing from those who put articles in the newsletters. I continue to fly for Northwest Airlines out of Minneapolis. September 11th has certainly made some changes in my job, but not for the better. (Nov. 27th here as I write, and the snow is already a foot deep).

A CHALLENGE

Lt. Paul Johnston

It's hard to believe that it has been nearly thirty years since Annette and I joined VP-1 at Barbers Point. At that point in our lives I cannot imagine anything that could have been more fun and fulfilling than being with VP-1 and living in Hawaii. Over the years we've stayed in touch with a number of squadronmates, and it's good to see so many of them on the VP-1 POP's membership roll.

During my three years with VP-1 (1972, '73, & '74) I was always on the same flight crew with the same plane: P-3B Bureau Number 154604. We were crew ONE when Bill Johnson was the skipper. We changed to crew TWO when Russ Fredrick took command, with 'Goose' Gesling, the XO, as PPC. We reverted back to Crew ONE when 'Goose' took over as C. O. at the end of '73. I didn't check the cruise books, so there is a good chance I overlooked someone (my apologies if this is the case), but I counted eleven of us that were on that crew as current VP-1 POPs members: **Bill Johnson; Pat Gesling; Tom Browning; John Byczek; Van McCollough; Bill McDonough; Keith Pritchard; Stu Stebbings; Cotton Burden, Lance Wedell, and me.** Because we were all friends, *and the best crew in the squadron*, maintaining ties with VP-1 and each other is not a surprise. I challenge any other flight crew



Mike & Susan



Paul Johnston
Crew-2 days

over the '69-'74 time frame to show a higher level of POPs participation. Until that happens we'll claim the top spot!

We enjoyed seeing everyone at the Pensacola 'Y2K' reunion, and look forward to another delightful experience at the next gathering. See you at Memphis!

Here's another of our true "Now It Can Be Told" tales from years past. The statute of limitations has expired! Anyone else have one of these "Not It Can Be Told" episodes? If so, please send it in for our newsletter. Names can be omitted where and when desired.

BARBIE

AMCS Mike Taylor

No, not that Barbie. Although this one was a bitch in her own right. Barbie was an old surplus military jeep that belonged to AIMD's Ground Support Equipment division at NAS Barbers Point. I think she was an M-38. She was all tarted-up with gold paint, mag wheels, spun metal dash, mustang taillights, and many other goo-gaws and do-dads. Her best feature was that the tenant squadron line crew awarded temporary custody of her could drive her over to the chow hall, Navy Exchange, and so forth. The fly in the ointment was getting her in the first place.

Initially arriving at Barbers after our Iwakuni deployment, our "Fleet's Finest" were about as welcome at Barbers Point as a giant economy bottle of castor oil at an orphanage. No where was this more true than at NAS's Ground Support Equipment division. They were shore duty pukers — more interested in stock car racing than servicing airplanes. Another fleet squadron for them to support was a very big bother to those guys.

As our Line Division Chief I knew what to expect. I had been stationed at Barbers with another VP squadron on my previous sea tour (along with Lou Tafoya, "Goat" Montgomery, Jack Adams, and some others that my memory won't now retrieve). One of the problems was that many sailors on shore duty there at Barbers took "Hawaiian time" to heart; another was the old boy network amongst those with strong local ties — the guys who went from sea duty to shore duty without ever leaving Oahu. That, along with our very demanding Maintenance-Material Control Officer, and our Line Division Chief (me) who was permanently lock-wired to the erupt position, and one could understand the reason we didn't get invited to many luaus.



Toward the later part of our training cycle between deployments my line-crew troops started talking about our being shut-out of a fair turn with Barbie. Some squadrons had been awarded Barbie for a second or third one-month period. Even some in NAS's GSE division were embarrassed, as was related to me by some of our people that were TAD to the station. We made an extra effort to heal rifts with GSE and to take extra special care of support equipment issued to us for the next couple of months. Thirty years and I still can't get the taste of "brown" out of my mouth. But, we finally got that damn jeep — our last month before deployment.

About that time I went on the prior-to-deployment "look-see" flight to the P.I. I think the XO, along with the Maintenance Officer, and my Line Branch Officer, Lt. R A Pratt, was also aboard. On our return, after taxiing to our line and shutting down, both the CDO and SDO awaited us at the bottom of the ladder. The "heavies" were quickly taken off to the side for a chat. I noticed that they keep looking toward Lt. Pratt and me. Next it was Lt. Pratt's turn for a chat with them — then mine. It seems that some of my line crew troops had taken Barbie over to one of Barbers Point's old WW-II closed runways for a little workout, and had rolled her over — several times.

Our skipper, Cdr. Cliff Freund, had committed to the NAS C.O. that we would do all we could prior to deployment to put Barbie together again. Fortunately, or maybe unfortunately, none of my guys had been badly hurt, and some of them had practical experience repairing motor vehicles. The GSE bunch, being the helpful and friendly supporters that they were, made us acutely aware from the start that their facilities and their help were not going to be available to us. We might have gotten some assistance from them through topside pressure, but we knew we had to return after deployment and deal with some of these same folks again. We decided to take our licks and see what we could do.

First we gathered up a little money for parts and paint. What we couldn't buy we stole — er, um, make that "cum-shawed". The major damage was to Barbie's windshield frame. It was FUBAR, so an all-island search was begun. Lt. Pratt and I spent two weeks visiting every possible place that might have an old M-38 windshield frame. From Schofield to Kaneohe, from Hickam to Wheeler, and all surplus dealers on Oahu — nothing. We tried to order one through supply. No luck — the military had gone to the M-151 jeep and the supply system no longer carried parts for the old jeeps.

Those that were with VP-1 back in those days, 1971, might remember that there was a Seabee dump truck parked by the corner of the main drag of Barbers and the road that came out from our hanger. Whether it was awaiting deployment, or maybe had returned from one, I really don't know. But, ta da! — there was an M-38 jeep sitting in its dump bed. My men made me

aware of its excellent windshield frame and unbroken windshield almost as soon as I was made aware of Barbie's ills. I didn't see any need to burden Lt. Pratt with this information.

We offered P-3 rides to the California coast, the Far East, and everything else we could think of, for a good windshield and frame. I think we even took Lt. Pratt's wife along on our searches for added bargaining power. We were quickly running out of time — only three days before our airlift departed for Sangley Point. Cdr. Freund sent word down that I would be departing on the last P-3 out — after Barbie's repairs were completed. Crunch time!

That very night, oh it was a very dark, windy, rainy night, a member of my line crew passed by that before-mentioned Seabee dump truck. Lo and behold! He found there an almost-new P-38 windshield and frame lying on the ground. Of course he called out loudly several times seeking its rightful owner. Alas, finding no one, he transported the item to our hanger. After an all-night working party it had been painted and installed on Barbie. She was ready by the time we mustered next morning. Around 0945 that day the skipper, after looking Barbie over, jumped in, and, with me behind the wheel, we made off to GSE to return the metallic slut to her surly owners. For some reason Cdr. Freund seemed a little tense, although he did compliment me on the fine job my men had done and how good the "thing" looked.

We soon arrived inside GSE's hanger. I parked outside their office spaces and warily entered. I informed them that we were returning Barbie. The GSE Division Chief rose from his desk and declared that he couldn't accept custody of Barbie without first inspecting her, and also with the chop of the GSE Division Officer. I thought I saw the skipper's jaw tighten a little. The GSE Officer arrived just about then and he also made some remarks concerning an acceptance inspection. I'm not sure that Cdr. Freund's fanny was touching the passenger seat cushion any longer.

I will state that I was stunned that a Navy Warrant Officer and a CPO would dare address a senior officer, let alone a squadron Commanding Officer, in such an offhand manner. To add further insult to their conduct, neither of them presented an acceptable military appearance, in person, or uniform. Among the many thoughts running through my head was, "you mothers must have a strong union".

The GSE Officer mentioned some minor flaws he detected in our repairs, but before he could conclude his remarks the skipper indicated we were leaving, returning Barbie back to our VP-1 hanger. Would you believe that the bitch picked this particular time to refuse to start! What a revolting development. I didn't dare to look over at the skipper. I bailed out, ignored the folks in khaki, and corralled some white-hats that were in the area. They push-started us and

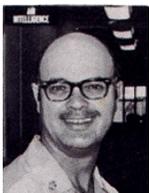
off we went back to VP-1 country.

As I pulled up to our hangar the skipper told me to stand by Barbie until directed otherwise. Was he heading topside to run my recent annual evaluation through the shredder? It wasn't but a few minutes later that our Chief Yeoman, Bill Treptor, came by the line shack on his way to NAS Barbers Point's Admin spaces. He was carrying a personal letter from Cdr. Freund for the NAS C.O. Chief Treptor had been ordered to hand deliver it, and had been instructed by Cdr. Freund to await a reply.

To say the letter he was carrying was steaming would be an understatement. I learned for the first time of the agreement between our and the NAS skipper that we would do what we could to return Barbie to the road but that our deployment preparations took priority. Our C.O. had promised good faith efforts to complete the task and stated in the letter that this we had done. He also sent a few groups about disrespect.

It wasn't very long before Chief Treptor returned and said that I should expect imminent arrival of some GSE types to take custody of Barbie. He left me contemplating a career that had just gone south. I was expecting an invitation to our skipper's office for a heated unilateral discussion. While in this fog, or funk, or whatever it was, both the GSE Warrant Officer and CPO suddenly materialized in front of our line shack door — along with several of their men. It struck me at the time that they seemed

in a great rush to retrieve their repulsive jeep. They seemed prepared, if necessary, to pick it up and hand carry it back to their hangar. Someone had lit a fire under those fellows.



Bill "Curly" Treptor

Then they were gone — Barbie was gone — out of my life forever. All that remained was the dust Barbie kicked-up as she and her clique hastily scurried for their den.

It may have been my clouded vision, but I'd swear that I spotted some scorched spots on the rear of their clothes, particularly in the hip area. To my knowledge Barbie was never officially mentioned again. Barbie wasn't at the "Point" when we returned from that 1971 deployment.

And, about that damn YS-11. Everything you've heard is a lie! A dad-gum lie!

SOFTBALL GAME

ASCS Al Burchi

When reading in our July newsletter about Japanese Maritime Self Defense Force Patrol Squadrons visiting NAS Whidbey for joint exercises, I couldn't help but think back to a

time in the early '70's when they came to Barbers Point for the same reason. They were there with their turbo-prop P2V's and VP-1 was their host squadron. Somehow they had heard about VP-1's topnotch fast-pitch softball team.

Saying that they also had a softball team, they challenged us to a game. I was one of the pitchers on our fine team of that time. Well, early in the game we realized they hadn't really seen good fast-pitch softball. We were beating them quite handily, so our team started goofing around. The guys weren't playing their normal positions, they were taking beer out on the playing field, laying down on the diamond, etc. What we didn't realize was, that by joking around and not playing serious, we were insulting them — making them "lose face".

So we had to have another game. This time we had to play serious, use our best pitcher, play our normal positions, and the beer was to stay capped until the game was over. Well, the outcome of this second game was worse for them than the first, but they went away happy. To them it didn't matter how bad we beat them — as long as we did our best we didn't insult them.

In fact we were beating them so badly, one of the Japanese squadron members came over to the bleachers where the VP-1 fans were sitting and became a cheerleader for the "Fleets Finest" team.

CP-140 AURORAS

P-3 Orion Research Group

(A CP-140 "Aurora" is a Canadian P-3 Orion)

Two Canadian CP-140 Auroras, three flight crews, and necessary maintenance support crews have deployed to the Middle East to support allied naval vessels in the Arabian Sea during the war on terrorism. The CP-140's are acting as eyes and ears for a U.S. carrier battle group. These maritime patrol aircraft (MPA) conduct surveillance patrols watching for surface and sub-surface threats. Canadian Forces

Base, Comox, British Columbia, sent one aircrew overseas and one Aurora to the Greenwood, Nova Scotia, air base. The two Auroras left from Greenwood for the middle-East in late December. An Airbus followed carrying another flight crew, maintenance people, supplies, and spare parts. The CP-140's are conducting operations from various allied bases in Oman, the United Arab Emirates, Qatar, Bahrain, and parts of Saudi Arabia. This is the first time since the mid-90s that Canadian Auroras have taken part in such operations. Canadian MPA's were involved in Operation Sharpguard in the Adriatic Sea in 1995, enforcing the UN em-



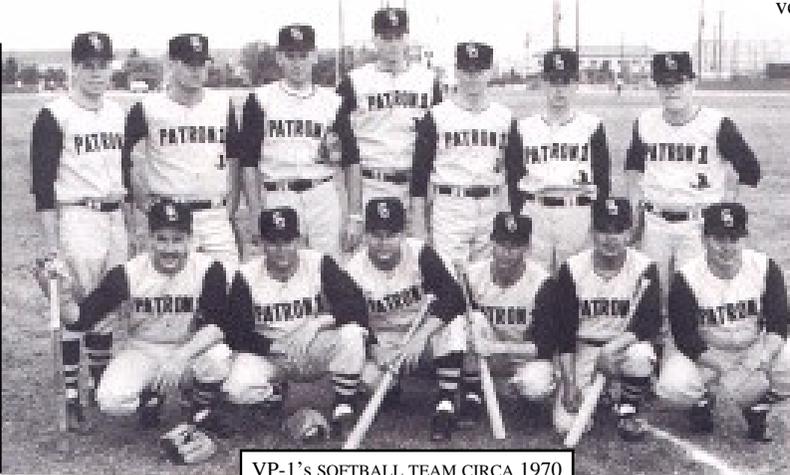
CANADIAN CP-140 AURORA

bargo on the former Yugoslavia. The Comox, British Columbia, Aurora squadron traditionally participates in drift-net fishing patrols around Alaska, and drug interdiction off the Canadian west coast. It had an integral role in spotting illegal immigrant ships off Canada's west coast two years ago. The Comox Aurora squadron, the largest operating squadron in Canada, is unique from other Allied countries' forces in that they can easily integrate with U. S. air and naval forces. The Comox squadron regularly takes part in training operations with the American Navy and Air Force.

REUNION MEETING

Mike's "Memphis Mafia", (our 2003 reunion crew), and their ladies, will gather in mid-March for another planning meeting for our 2003 reunion, the *Memphis Muster*. At this writing the meeting was scheduled for Saturday, March 16th. Dinner (or supper, as it's known in Dixie) was to be provided by "Pizza Mike" Taylor at his residence in Brighton, TN. The Taylor manse planned to provide spaghetti, salad fixin's, tea, and

vegetarian lasagna. Guests were invited to bring something sweet — besides their main squeeze. All the 2003 reunion volunteers were asked to attend so that they can continue the fine start toward a great VP-1 POPs gather-



VP-1's SOFTBALL TEAM CIRCA 1970

ing in the fall of 2003.

Guys, only a year-and-a-half till our big **Memphis Muster**. The second weekend in September of 2003. It sure doesn't seem like almost two years since we trekked to Pensacola. Make your plans. Save your shekels. Mark your calendars. The 12th, 13th, and 14th of September. Come a day or two early — stay a day or two over. See all the sights — enjoy!

MOFFETT MISS

AW3 Dick Haglund

In every issue of our VP-1 POPs newsletter I read with great interest the various anecdotes and accounts of personal events sent in by our squadronmates. I too have many fond memories, as well as some scores to settle — one of which is with Tim Quigley. Oh yeah! I clearly remember a flight to Portland, Oregon, and the following layover at Moffett Field due to a mechanical problem.

Those two free days at Moffett were of hal- lowed proportion. I actually scored the attention of a local miss (a rare event, to be sure). It was with swashbuckling importance that I guided her on a tour of our almost-new, multi-million dollar, P-3B Orion. With delicate care I had prepped her on the aircraft and its place in the Navy's arsenal. I laid particular emphasis as to the radar station being center to all missions flown. (My station, of course). I gave her a quick briefing on rank — E-3 (me); Lt.; Cdr.; they were just more titles from the same alpha- bet soup. Anything more than that was top- secret. Behold, the glory was mine!

Then ~~Lt. Quigley got a sniff and my boat~~ started slowly sinking. Somehow those bars on his collar and the wings-of-gold on his chest were like neon magnets drawing her to him. I was suddenly yesterday's news to the slinky- thing that just minutes ago had been hanging on my arm. I gave it all I had. I did push-ups in the aisle; spun the dials on the radar scope; recited the phonetic alphabet. No help!

Quigley had the young lady in the cockpit talk- ing glide paths, horizontal situation indicators, altimeters, etc. From there it gets rather fuzzy. My final memory of that evening at Moffett is that there was no lipstick on the glass next to mine on the bar that night.

SECRETARY'S

CORNER

BUSINESS — Fellow members — a year-and- a-half from now we'll be meeting at Memphis for our triennial gathering. Everyone should be looking forward to a good time and memorable

fellowship. While enjoying all the festivities that Grumpy and his crew will have lined up for us, we'll also need to take care of some impor- tant business. Our VP-1 P-3 Orion Pioneers' association doesn't run on automatic. It takes some dedicated effort for it to function smoothly. While at sunny Tennessee we'll need to vote on association by-laws. By-laws that your officers have approved for proper manage- ment of the association and your money.

Another item that needs to be discussed and decided is whether to hold our reunions every two years, stay on our original three-year cycle, or ????. There was much discussion about this at Pensacola, but no motion was made at our busi- ness meeting to actually make any change. And, we need to decide where and when to hold our next reunion.

And last, but certainly not least, we'll hold an election for association offi- cers. We'll need to elect, or re-elect, a president and vice president. We'll be electing a new secretary and treas- urer. One person can cover the secretary-treasurer posi- tion, or it can be split, and the duties performed by two separate people.



The incoming president will need to appoint his committee members. He'll need a newsletter editor, a reunion chairman, and a membership chairman at a minimum. Please be thinking about these business items that we will need to go over at our Memphis meeting.

You'll notice I didn't use the term "re-elect" concerning the secretary and treasurer's posi- tions. That's because I won't accept nomination again. If nominated I'll decline. If elected I will not serve. This "horse" needs to be put in the barn for a rest. He's been ridden a long way. I served as treasurer for our first reunion in 1997. I stayed on as treasurer as we organized VP-1 POPs after that reunion. Somehow, due to a void, I became both secretary and treasurer by 1998. I began doing the newsletters in mid- 1998. By the time of our meeting at Memphis I'll have been in the saddle for six years. I've served my tour. It's time for others to step up to the plate. To paraphrase John F. Kennedy — ask not what your association can do for you, but what you can do for your association.

ROSTERS — VP-1 P-3 Orion Pioneers' ros- ters are available to any of our members. The rosters contain the names and addresses of all squadronmates that we have address data for, including both members and non-members. As of this newsletter we have 394 people on our roster. Our roster is a dynamic, ever-changing item. Hardly a day goes by that I don't make at least one change to it. With our society as mo- bile as it is these days, frequent telephone num- ber and e-mail address changes, it's never set for long.

VP-1 POPs members may write to me via snail- mail, contact me via e-mail, or give me a jingle on the phone to request a current copy of our roster. There is no charge for a roster when it's sent to members via e-mail, as there is no cost incurred by our association on this transaction.

For those who desire a printed copy mailed to them we must charge in order to cover our cost. Since we first organized back in 1997 we've been providing these printed and mailed copies for \$1. As of April 1st this charge will increase to \$1.25 per roster. I know, I know, — the extra quarter is a pain-in-the-neck. But, the dollar no longer covers our cost of printing a roster, print- ing and affixing an address label, applying stickers to hold it together in transit, and, of course, the all-important postage stamp. So, if you request a printed roster after 30 March, please include \$1.25 to cover the cost of its delivery to your mail box. The labor required to maintain it up-to-date is FREE.

ADDRESS UPDATES — Again I ask that you please notify VP-1 POPs of any changes in your address data. If your phone number or area code changes please give us a growl. If your e-mail address changes please let us know. Of course, if you move and don't let us know, you may not receive your newsletters. Notify me, Pres. Han- son, or Vice Pres. Hunt. We'll see that any nec- essary change is properly recorded.

When you change mailing addresses the postal service only forwards your mail for a short period of time. After that forwarding period expires they return the mail to the sender, along with your new address. Then we have to mail out another newsletter, or whatever, with an- other stamp, another address label, more stick- ers, etc. Get the drift? It adds undue work and expense to our operation.

If your e-mail address is no good e-mail mes- sages sent to you are returned to us as undeliv- erable. When that happens we send a postcard out requesting your new electronic address. This costs us the price of the postcard, postage stamp, and an address label. With some judi- cious notification we can keep superfluous ex- penses like this to a minimum. Our dues will stay lower — longer!

FEEDBACK. No one responded to my plea in our July newsletter for someone to run a web site for VP-1 POPs. Therefore we have no web site. We have a guy who will provide all the software and who will train a person. The whole thing is FREE. He says it's easy enough for most anyone to operate. Don't need to be a computer geek.

Outside of a couple of guys, no one seems to be doing any searching for our as yet unfound squadronmates. Again, one doesn't have to be a techie to do this. Pretty easy. Get on an internet search engine and follow your nose. Try Alta- vista. I find that's a pretty good search engine. If everyone would take just an hour or two per

week to try and find ex-squadronmates I'd be swamped here trying to add all the new-found folks to our roster. I covered the procedure in last July's newsletter.

Next newsletter in mid-summer. Get your strange tales, anecdotes, horror stories, whatever, in to me. Don't worry about the writing, spelling, grammar, etc. We can smooth 'em up here. We need your story! A chance to tell your side. Without input from our squadronmates the newsletters wouldn't be such interesting reading. Help keep it going.



The above pictured Orion, BuNo 154603, was one of Patrol Squadron One's original issue P-3B's, received while the squadron was still at NAS Whidbey Island. After a short tour of duty with VP-19 the aircraft taxied up to hangar-5 at Whidbey on 13 September 1969. At that time the plane was still quite new, less than one year old, having entered Naval service on 10 December 1968. While with the "Fleets Finest" this Orion flew, at various times, as YB-1, YB-2, and YB-3. This bird was operated by VP-1 for almost 14 years. It moved over to the VP-4 "Skinny Dragon" line in May of '83, but returned to again roost with VP-1 in early '84. The aircraft finally departed VP-1 for good in October of '84, serving then with VP-6 until transferred to the reserves, VP-94, in early 1985. It went on to fly with VP-65 and VP-67, and was eventually transferred to the "boneyard" at Davis-Monthan AFB in January of 1994. She served Naval Aviation patrolling the skies of the world for over 25 years. It was still at Davis-Monthan a year ago, but was earmarked for possible refitting and duty with the U. S. Customs Service. It may be in the air on a mission right now, chasing drug runners or smugglers.

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