



****FALL, 2008****

Online Version at <http://vp1pops.com/newsletters.html>

(NOTE: The printed version of the newsletter is kept to ten pages to conserve postage costs. A longer version is available online).

ALOHA! The Patrol Squadron ONE (VP-1) P-3 Orion Pioneers (POPS) is a group of Navy veterans, and their Families, who served in VP-1 during and immediately after its transition from the SP-2H Neptune to the P-3B Orion between the years 1969 to 1974.

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Current Officers: **President** Rich Haglund, 3570 Deerfield Drive South, Salem, OR 97302; 503-378-7621; ralh503@yahoo.com; **Co-Vice Presidents** Rick Salas, 10020 NE 234th Street, Battle Ground, WA 98604; 360-687-9636; dundusty@aol.com; Gary Spees, 1539 NW Silver Street, Bremerton, WA 98311; 360-692-2967; gary2967@msn.com; **Secretary/Treasurer** Reisse Perin, 7721 Settlers Avenue, Boise, ID 83704; 208-322-0188; reisse@rlpcpa.com; **Chaplain** Carson Hunt, 376 County Road #1, South Point, OH 45680; (740) 646-3158; ccae@zoominternet.net; **Internet Information Coordinator/Webmaster/Newsletter Editor** Ken (KB) Sherman, 89 Adams Road, North Grafton, MA 01536; 508-839-6580; asa66@charter.net

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HOW TO JOIN OR RENEW YOUR MEMBERSHIP To join or renew your VP-1 POPS Membership, contact **Secretary/Treasurer Reisse Perin, 7721 Settlers Avenue, Boise, ID 83704; 208-322-0188; reisse@rlpcpa.com**. Or, print membership form at http://vp1pops.com/member_form.html and mail-in.

All membership dues, new or renew, for the next Biennial (2008-2009) are \$15.00. It has been the custom to pay at the ongoing reunion in the past. Biennial VP-1 POPS dues are normally assessed in January of each even numbered year.

SAN DIEGO REUNION NEWS

From: Jim McAllister [silkyac1@cox.net]
Subject: Fall Newsletter article
Hello VP 1 POPS shipmates,

Here is a brief update on plans for our 2009 reunion in San Diego. Pete Drees and I were scoping out Admiral Baker Recreational Facility(MWR) for our Picnic on Friday, October 9th. This is a large recreational area with two 18 hole golf courses, picnic sites, baseball fields, shuffleboard,

horseshoe pits all located in close proximity to the Cowne Plaza Hotel. Our plans are to have an early golf outing and then around 1300 hrs have a cookout at one of the rented pavilions. I like # 6 as it will seat 100 people and has adequate cooking facilities. We can reserve it 90 days ahead of time. Pete and I will "chef" the event" for a hopefully raucous time for all. There is also an RV park there if anyone is anticipating driving a motor home to the reunion. Since our hospitality suite is so huge the committee of 3 (Pete Drees, Charlie Budenz, Jim McAllister) thought a Pizza party would be a good event on the first night arrival (thu 8 Oct 09). We have several connections here for authentic New York style pizza. We will stock our own bar, allowing for an informal social to get reacquainted and renew old friendships in a private atmosphere. Some of San Diego's most popular touring areas are close by: Old Town, Midway Aircraft Carrier museum on the Embarcadero, Sea Port Village, San Diego Gas Lamp district, Carrillo Monument, harbor cruises and many more points of interest .Friday night will be our "nightlife tour" for those interested and Saturday 10/10, will be a "on your own" tour day with that evening being our dinner banquet at the Admiral Kidd Club right on San Diego Bay.

Sunday brunch will be in our hospitality suite (actually 3 rooms partitioned) and then our business meeting, election of incoming officers, and adjournment. We have heard from many former VP-1ers so far and I will do every thing in my power to make this the "best damn reunion" to date. Aloha and Mahalo Jim McAllister, San Diego Reunion coordinator (760) 489-5632

From POPS President Dick Haglund: Reunion Concerns of Members

There has not been a day in the last six months that I have not read about, or heard about the impending economic gloom: gas prices, housing market, airlines, jobs , unemployment, and on and on into the night. Without question, we are all feeling economic pressures that didn't exist a year ago.

We on the board are concerned as to what extent our members may be feeling the burden, and if it will effect attendance at the San Diego reunion. Jim McAllister has been doing a terrific job of organizing the event and lining up a reunion that will be truly memorable. The rub is that there are some fairly substantial up-front costs that need to be paid well in advance of the actual date. If we grossly miscalculate the head count, it could have serious financial implications to the organization.

So as to help us get a grip on some numbers, I would ask your indulgence . and ask you to please take a moment and respond to me with your intentions regarding the reunion: you do, or do not, plan on attending.

I can be reached via the following:

1. E-mail: ralh503@yahoo.com 2. Phone: 1-503-378-7621 3. Mail: Dick Haglund, 3570 Deerfield Dr. South, Salem, Oregon, 97302

If we could have the above information by mid October, it would greatly enhance our ability to move forward on planning, without unduly jeopardizing our revenue reserves.

Thanks in advance for your help,

Dick

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Did you know... that US Customs uses modified P-3Bs?

Treasurer's Report as of September 15, 2008

Cash in NFCU	\$	3132
Cash in Wells Fargo		<u>639</u>
Total Cash		3771

Funds Transferred		217
Dues Received		1680
Less Newsletter and Expenses		<u>-1258</u>
Net Cash Inflow	\$	639

Respectfully submitted,
Reisse L. Perin CPA Treasurer

From: Jim Dvorak [JimDvor@aol.com]

Subject: Re: POPS Fall Newsletter

K.B.,

How are you my friend? Hopefully, really well. Unfortunately, haven't been to a reunion since Bellingham - always priorities that have taken precedence. I do follow the newsletter and you do a great job.

Just a quick update. Still working in the financial services business and have been with The Hartford for 10 years as a business and estate planning consultant. Great second career since it allows me a great deal of freedom as far as schedule, etc. Probably about 4 more years before I really retire. Current plans are to move to Savannah, GA where we already own a lot on Skidaway Is. (6 golf courses within a gated community isn't all bad.)

Our daughter Meg, is now a Plebe at the U.S. Naval Academy. Her choice, not ours, but as you might expect, very proud. Not the easiest place to get an appointment to. We spent some time with Tom Vanderhorst on Induction Day and also talked with Brian Cronyn, who lives full time

in Annapolis. Tom and Pat live near Baltimore part of the year. So this is going to be a great chance to renew old friendships.

Anyway, we'll try to stay "in the loop." Hopefully, we'll see some of the other VP-1 folks over the next year or so. I think that Truaxs live near Annapolis also.

Take care,

Jim Dvorak

----- Original Message -----

From: mccoynr@earthlink.net

To: Subject: Hello

Dear Friends and Family,

Well we finally did get back from our 28 day adventure in Europe. Beth and I had a great time but she walked me to death. The next time she says lets go to Europe I'm buying here a round trip ticket and I will stay at home. I live by the old saying (Been there and done that). The trip was very, very nice and the cruise had lots of great food, so needless to say Beth and I did gain a little weight but not to much. Our niece Dawn surprised us with flowers in our room and a gift certificate for breakfast in our room. This was a wonderful anniversary gift. This week I saw my oncologist for the last time before we go to Idaho on 9 June. She said my blood tests were great and that I had a survivor rate of 85% over the next five years. Beth's says that's a great percentage but I would have preferred 100%. Since Beth and I are both retired, we are just going to do what we want to do. If Beth wants to work she can but we will be doing some traveling. We are just going to live our lives in 5 year periods, and what ever happens, happens. Beth and I really need to get back east and to CO to see the boy's and grandchildren. We would also like to spend some time with dear old friends and also go South and spend time with my family. Of course everyone is always welcome to come and visit us. We have more room in Idaho but during the winter we will shut Idaho down. It's just to cold for Beth and I. I'll bring this to a close as we are going out. We hope to see you all soon.

Love,

Bob and Beth.



Did you know... that the first P-8A "Poseidon" Recently rolled out? The P-8 is scheduled to begin replacing the P-3C in 2012.

From: Donna Dvorak [mailto:dvorakdonna@hotmail.com]
Subject: FW:

Did you guys receive this? I can't see all the addresses, so you may have. Sad, isn't it?

Hope all is well with your families. Happy Birthday to Ellie! Wish we girls could get together again.

Love to all,

Donna

Date: Wed, 13 Aug 2008 12:01:29 -0700
From: jocxtwo@yahoo.com

Hi You'll,

Just a note to update you on our latest move. Due to a more recent downturn in my health we have moved to an Assisted Living facility.. We moved about two weeks ago and are slowly but surely getting adjusted. It was a hard thing to do but I can no longer take care of both of us. Our new address is 2695 Vallyview Blvd, Apt 2104, San Angelo. TX 76904. Our phone # is the same 325-942=9182. I am doing ok, just my breathing doesn't let me do much walking, however I still go to lunch with my friends and things like that. I will no longer have my computer, I hope to get a laptop before to long so will be in touch again then. Our love to all. June

From: Virgil Pattin [k7vp@msn.com]
Hello every one,

Now a bit of an update, Ruth Griffin and I have decided to get married. When she was here in March we fell in love, and now we will be married on 24 May 2008 and settle in San Diego. My health continues to improve and I can get out of my chair and walk a bit more now. I have been off the Oxygen for 2 1/2 months now and that is going very well. We look forward to meeting every one in 2009.



Virgil and Ruth

From: Gary Spees [gary2967@msn.com]
Dear friends,

While at *The Sound of Music* with Leavenworth Summer Theater (LST), my pre-show duty is greeting patrons as they leave the parking lot and approach the ticket taker. They are cheerful and looking forward to the show. If they have questions, I answer them and some stop to chat. Last night, a couple passed me and then came back. The man asked, "Did you play Max in *The Sound of Music* at Bremerton Community Theater?" He had seen the show. He didn't identify me visually, but said he recognized my voice (I was surprised at that)... Two weeks ago a couple stopped and asked me, "Did you just play in *Beauty and the Beast* at Forest Theater?" I said, "Yes, as a matter of fact I did." They said, "We saw you there." That same evening, a former fifth grade student from the year I taught before retiring in the summer of 2005, Rachel, came through with her family...



Elsa, Max, and Georg at the party. "Max, can you change in a hurry?"

Tonight I have the first dress rehearsal with orchestra for *Kiss Me Kate*... I play timpani (kettle drums) and percussion II... The director knows me as "the crazy sounds guy." It helps make the show a lot of fun.

Seize the moment, regards,
Gary

From: Louis Tafoya [ljtafoya@msn.com]
Subject: Fw: VIRGIL J. ROBERTS
KB,
FYI.
Louie

----- Original Message -----

From: [Robert Gregor](#)
Subject: VIRGIL J. ROBERTS

VIRGIL J. ROBERTS, age 64, died August 23, 2008 at his home. Retired Chief Petty Officer, U.S. Navy, he was employed at Federal Express for 26 years. He was preceded in death by his mother, father and brother. He is survived by his wife, Deborah D. Roberts; one sister, Randa and Roger Borkowski; two brothers, Larry and Brenda Roberts and Kirk and Roxann Roberts; one stepson, Charles Bradstreet; seven nieces and nephews and six great-nieces and nephews. Services will be held at 2 p.m. August 27 at Northridge Woodhaven Funeral Home, with

interment in Northridge Woodhaven Cemetery. Northridge Woodhaven Funeral Home 901-872-3375

Regards,
Bob G.

From: Don G [oldfogy@cablespeed.com]

Subject: VP-1 POPs Death

I received the below regarding ADCS Virgil Roberts from Jack Bachhofer down in Jacksonville.
DonG

To All,

I received a call from Deb Roberts this past Sunday letting me know that Virgil (Robbie) had passed away Saturday August 23, 2008 in Millington, TN. Robbie was my friend and QA Chief in VP-1 from about 1974 thru 1976. He had a pretty bad stroke a few years ago and then diabetes and just went downhill from there. We talked about three weeks ago and he knew time was near as he was giving away his prized possessions. We spent a lot of time in my carport in Makakilo when he was putting a heater in his pea green 1969 Mustang he had bought from one of our AZ's in Maintenance control. First thing he had to do was change the color of the car.

The funeral is tomorrow and I'll not be able to go, but Robbie will be in my heart forever.

Talking to Deb Sunday she said: "Ya know Robbie could really be a prick when he wanted to be, but for the last 16 years she had never been treated or cared for better".

I apologize for not getting this to all who knew him.

Deb Roberts, 4863 Bilrae Circle North, Millington, TN 38053-1620 (901) 872-8575

Jack Bachhofer

From: Louis Tafoya [ljtafoya@msn.com]

Subject: Fw: Iroquois point beach reopens to the public

KB,

Ron and I go back almost 50 years. We were both in VP-22 in the early 1960's in P2V's & P3's, and then again in VP-1 in the early 1970's.

Anyway, see if you can get this in the newsletter; also maybe whatever you can draw off the Honolulu Advertiser.

**Regards,
Louie**

----- Original Message -----

From: rmontg8645@aol.com

To: ljtafoya@msn.com

Subject: Fwd: Iroquois point beach reopens to the public

Louie,

I have been following the VP-1 POPS ever since its beginning. My circumstances will not allow for travel so I have enjoyed all the news from reunions and all.

Please see the attachments and I hope you can open them. It is about the Iroquois Point Island Club. For all ex VP-1 personnel it is our old Iroquois Point Navy Housing area. The whole place was leased to a company that turned it into a gated community. All the homes have been rehabbed and the area is really nice now. For all VP-1'ers, you could probably rent your old home for around \$1800 to \$ 3500 a month now. Of course there is still some military still living there which costs them the BAS amounts.

As for the rest of Ewa Beach, no one could recognize it now. There has been thousands of homes built and they are now working on a marina construction project between Old Barbers Point and Ewa Beach. If you look at Google earth you will be able to see the construction and differences. The old Barbers Point NAS went to the dogs when the Navy moved out.

I hope you can put some of this in the news letter or possibly let me know who to send it to for inclusion. I could re-write this to fit if needed.

Thanks ,
Ron Montgomery
VP-1 1971-1976
rmontg8645@aol.com

http://www.96706online.com/index.php?option=com_content&view=article&id=77%3Airoquois-point-beach-reopens-to-the-public&Itemid=55

From: Mike McQuaid
Subj: Rewinging P-3s

Hi Ken,
Meant to send this out to you yesterday....this includes a follow-up from another bud of mine. Hope you enjoy. Also sending you a (not so funny) deal on some airline caper.
All the best/Squid

From: James Philpitt [mailto:jphilpitt@hotmail.com]
Subject: RE: Rewinging P-3 Orions

Squid,

This has been a major issue. The entire remaining USN P-3C fleet currently operates under Red Stripe restrictions via an initiative called HONA...Health of Naval Aviation. Right now, the two principal Fleet aircraft in HONA status are the P-3C and the EA-6B. At one point a few years ago, every P-3C and EP-3E was restricted to a max of 54.7 flight hours per month...didn't matter how old or how new the airplane was, that was the restriction for the entire Fleet. So instead of launching from home station with their own aircraft, squadrons flew via MILAIR and COMAIR to the deployed site and took control of the aircraft at that location, such as Diego Garcia, Bahrain or Qatar. The flight hour restriction has since been increased a little bit, but we're still hamstrung.

The current CO of NAS JRB Fort Worth (former Carswell AFB) is a TAR CAPT and good friend. When I was the CoS to DEPCOMUSNAVCENT and he was the XO of VP-62, we were

in the middle of a phone conversation when he had to suddenly hang up because one of his airplanes caught fire on the ramp at Jax. He had production model Update III/AIP aircraft...the bird in question was BuNo 163005. But because it was a Naval Air Reserve bird, it was at the end of the priority chain for the parts for an AFC that would have prevented this ground mishap...so we lost (at the time) a \$50M aircraft built in 1990. Aircraft age at the time was less than 13 years. Well, those wings were pulled off intact for use on other P-3Cs. That's how bad the wing issue is right now and that's why you're seeing initiatives like this.

Another likely incentive...as we Fleet up to the P-8A, we'll still have a few flyable P-3Cs to xfer to Allies under FMS programs. Even once the P-8A totally comes on line, expect to see P-3s with NATO and other Allies for many years to come.

Here's another major change for you. No more squadron Maintenance Departments. VP squadrons and EP-3 VQ squadrons no longer "own" their own aircraft. The wing does. PATWINGs are now PATRECONWINGs and they assign airplanes for squadron missions in CONUS and for VP and VQ dets OCONUS. AIMD and the former squadron maintenance departments have been merged into a single entity and the enlisted maintainers deploy with the VPs as part of a "wing-owned" Det assigned to the VP squadron for the duration of the deployment with the squadron CO having TACON/ADCON for them. This will also be the case when the P-8A comes on line. Each squadron in the wing, now and in the future, will eventually get a single P-3 (and will get a P-8A) marked up in their squadron insignia...all others will be generic.

Another unintended consequence of this situation is that the only way one will now screen for command in VP is by being the Ops O. In your day, being Ops O or MO...i.e., either the #1 or #2 LCDR in the squadron...pretty much guaranteed you screening for command, nominally with 75% getting VP commands and 25% getting special mission commands at sea (TACRON, VPU, C-130 VR) or ashore (VT, NRD, and small NROTC units that didn't rate an O-6). Now the only way to screen for command in VP is to be Ops O and #1 LCDR...and even then, timing for some year groups may mean that only 25% or less will get a VP command and the rest are spread over special mission. Of course, we've gone from 24 Fleet VP squadrons in 4 wings, 2 FRSs and 13 Reserve VP squadrons in 2 wings in your heyday to 12 Fleet VP squadrons in 4 wings (soon to be three wings), 1 FRS and 2 Reserve VP squadrons integrated into two of the wings.

Not a pretty picture, but it is what it is!

V/r,
Jimmy

From: mmcquaig@totalplbg.com
Subject: FW: Rewinging P-3 Orions

About the time they 're-wing' BUNO 154599...I'll be expecting a 're-call' to active duty (and would LOVE it!)/Q

http://www.codeonemagazine.com/archives/2008/articles/apr_08/p3_wings/index.html

BLAST FREOM THE PAST: PROJECT COLDFEET

At 1757 on the 28th of May, 1962, LTJG Leonard A. LeSchack double-checked his static parachute line and sighed a silent prayer, then slipped out the floor hatch of a CIA-owned, specially modified B-17. Ahead of him Air Force MAJ James F. Smith had already touched down on the soft snow covering a several acre ice floe drifting in the Arctic. Large ice floes were being used by Americans and Soviets alike as temporary platforms for meteorologic, hydrographic and geologic research. Such stations drifted across the Arctic Ocean for months to years, resupplied from the air, until storms and the shifting ice pack eventually broke them apart. This particular floe had been home for the last three years to Soviet North Pole station 8 (NP8) which had been hastily abandoned on 19 March after widening cracks destroyed the airstrip. At the time the United States and the Soviet Union were deadlocked in the Cold War, and the recent possibility of nuclear submarine operations under the Arctic raised concerns as to the state of Soviet acoustical tracking technology.

Safely on the ice, LeSchack and Smith hurried to sift through the leavings of the former residents. The apparent urgency with which they departed was reflected in the food left on the mess shack stove, now

frozen in greasy pans. The Soviets seemed to have paid little attention to equipment as the survival and communications gear was of WWII vintage. The huts were crude plywood structures, some holed with a hatchet to admit electrical cords running from a generator. Tellingly, the generator was mounted on a pad of automobile tires, an obvious attempt to muffle the sound that would have confounded acoustical experimentation.

For 48 hours the team took notes and photos and collected 150# of artifacts into a duffle bag. According to plan, at 1500 on the third afternoon they lit signal fire. But several hours of waiting produced nothing but empty sky. Not panicked, the two settled in for another night on the ice, reassured by their month's supply of C-rations and the dozens of meat carcasses the Russians left hanging in the food locker. The pick-up plane finally located NP8 on the sixth afternoon, and Smith and LeSchack struggled into the harnesses of their "Fulton skyhooks." Each would be picked-up (literally) by long line extending from his harness and held aloft by a helium balloon. A specially designed nose cage on the B-17 hooked the line, then reeled each man into the belly of the bomber.

Operation Coldfeet recovered 83 documents and 21 pieces of equipment and captured 300 photographic images. Despite the stark living conditions at NP8, US authorities were surprised to discover the level of Soviet oceanographic and meteorologic sophistication.

CAPT James Bloom
Bureau of Medicine and Surgery

ADDITIONAL NOTES: Along with the electronic manuals, code books and charts recovered from NP8, the team also brought out 21 canisters of recreational movies, two 15-amp fuses manufactured in St. Louis, MO, and a dozen 35mm film negatives. When printed these negatives revealed the frolics of Soviet scientists, who posed lounging about on the ice in bathing suits. This is believed to have been the operational debut of the Fulton Skyhook Aerial Retrieval System. It had been developed by Robert E. Fulton and tested by the Office of Naval Research at NAS Patuxent River. It is thought to have been used subsequently for recovery of covert operatives from China and Indochina. The skyhook can also claim a Hollywood credit. The same skyhook used above appeared in the final scene of the 1965 James Bond movie

Thunderball. An actual pick-up was performed for that movie, using a mannequin and the same CIA B-17 employed above. In fact, the B-17 still bore the 1962 white and blue markings of "Intermountain Aviation," a dummy company fronting for the CIA.

From: Louis Tafoya [ljtafoya@msn.com]
Subject: Rescue by VP-4 Orion

A little story about a sister squadron of both VP-1 & VP-22-Louie

Rescue by VP-4 Orion (sbw)

The crew of a U.S. Navy P-3C Orion patrol aircraft conducted a rescue and recovery mission to help two men who were stranded at sea in their small motorboat after encountering mechanical problems approximately 200 miles southwest of Costa Rica, March 16.

Combat Aircrew 6 of Patrol Squadron (VP) 4 was conducting routine flight operations when they spotted the distressed mariners and rendered assistance.

The "Skinny Dragons" of VP-4 were investigating a small radar contact, unusual that far from land, when they realized it was the small motorboat. The two mariners heard the aircraft nearby and began waving wildly for help. Using the on board camera of the P-3C, they quickly discovered that the boat's motor was unusable, and that the mariners needed rescuing.

After locating and contacting the merchant vessel Tauranga Star transiting through the area, the "Skinny Dragons" vectored the ship towards the troubled boat. The aircraft stayed at the scene until the merchant vessel, which was 25 miles away, arrived and took the two stranded men on board. Both mariners were subsequently taken to a Panamanian hospital and later released.

"It isn't often that you can say that you took part in something like this," said Patrol Plane Commander, Lt. Ethan Biter. "The fact that we lent a hand in such a rewarding event is incredible."

VP-4, based at Marine Corps Air Station, Kaneohe Bay, Hawaii, is currently deployed to Forward Operating Location Comalapa, El Salvador in support of U.S. Southern Command operations.

I thought that you may find this of interest... Rich Cervenka U.S. Marine Corps (1969-71)
Friend of the Academy

Run Silent, Run Cheap by James Dunnigan August 3, 2008, The Strategy Page

For over a decade, the U.S. Navy has had an internal feud going on over the issue of just how effective non-nuclear submarines would be in wartime. In an attempt to settle the matter, from 2005 to 2007, the United States leased a Swedish sub (Sweden only has five subs in service), and its crew, to help train American anti-submarine forces.

This Swedish boat was a "worst case" scenario, an approach that is preferred for training. The Gotland class Swedish subs involved are small (1,500 tons, 200 feet long) and have a small crew of 25. The Gotland was based in San Diego, along with three dozen civilian technicians to help with maintenance. For decades, the U.S. Navy has trained against Australian

diesel- electric subs, and often came out second. The Gotland has one advantage over the Australian boats, because of its AIP system (which allows it to stay under water, silently, for several weeks at a time). Thus the Gotland is something of a worst case in terms of what American surface ships and submarines might have to face in a future naval war. None of America's most likely naval opponents (China, North Korea or Iran), have AIP boats, but they do have plenty of diesel-electric subs which, in the hands of skilled crews, can be pretty deadly. It's only a matter of time before China gets lots of AIP boats. Meanwhile, China is rapidly acquiring advanced submarine building capabilities.

One new Chinese diesel electric sub design, the Type 39A, or Yuan class, looks just like the Russian Kilo class. In the late 1990s, the Chinese began ordering Russian Kilo class subs, then one of the latest diesel-electric design available. Russia was selling new Kilos for about \$200 million each, which is about half the price other Western nations sell similar boats for. The Kilos weigh 2,300 tons (surface displacement), have six torpedo tubes and a crew of 57. They are quiet, and can travel about 700 kilometers under water at a quiet speed of about five kilometers an hour. Kilos carry 18 torpedoes or SS-N-27 anti-ship missiles (with a range of 300 kilometers and launched underwater from the torpedo tubes.) The combination of quietness and cruise missiles makes Kilo very dangerous to American carriers. North Korea and Iran have also bought Kilos. The Chinese have already built two Yuans, the second one an improvement on the first. These two boats have been at sea to try out the technology that was pilfered from the Russians.

A third Yuan is under construction, and it also appears to be a bit different from the first two. The first Yuan appeared to be a copy of the early model Kilo (the model 877), while the second Yuan (referred to as a Type 39B) appeared to copy the late Kilos (model 636). The third Yuan may end up being a further evolution, or Type 39C. The Type 39, or Song class, also had the teardrop shaped hull, but was based on the predecessor of the Kilo, the Romeo class. The Type 39A was thought to be just an improved Song, but on closer examination, especially by the Russians, it looked like a clone of the Kilos. The Yuan class also have AIP (Air Independent Propulsion), which allows non-nuclear boats to stay underwater for days at a time. China currently has Song class, 12 Kilo class, one Yuan class and 32 Romeo class boats.

Based on the experience with Australian and Swedish subs, the U.S. Navy has been developing new anti-submarine tactics and equipment. In secret, obviously. But now there is another complication. Animal rights groups have succeeded in getting courts to rule that the navy use of their anti-submarine training center near San Diego is illegal, and use of sonar must be limited (because of possible harm to marine animals). The navy keeps fighting the lawsuits, but it now faced with the prospect of abandoning the training site, for one somewhere the lawsuits can't reach. The training site is expensive because it is wired, with under water sensors that enable training or test results to be precisely recorded, and changes made to equipment or tactics. The center also enables sonar operators to get realistic training. There is no opportunity to get trained on the job, as mistakes can get your ship quickly sunk. Meanwhile, potential enemies build more of their cheaper, and higher quality, diesel-electric boats, and train their crews by having them stalk actual warships (including U.S. ones.) The subs are getting more numerous, while U.S. defenses are limping along because of the sheer technical problems of finding quiet diesel-electric boats in coastal waters, and the inability to train and test enough because of lawsuits.

P-3C Class A Mishap, VP-1, July, 2008 (only injuries were to skivvies and seat cushions)



Wing panel torn-off by G-loading; 45 rivets popped

A P-3C almost went into Puget Sound waters recently. It was a CPW-10 aircraft being operated by VP-1. Squadrons don't own aircraft any more. The P-3 fleet has so deteriorated because of under-funding and over-use that there are less than 100 still flyable*. The P-3s belong to the wing and are "lent to the squadrons on an as-needed" basis.

The mission was a NATOPS pilot check, with a CPW-10 pilot (LT) aboard, a VP-1 LT and LTJG, plus VP-1 aircrewmembers that included two flight engineers. The word is that the crew finally recovered control of the aircraft about 100 feet above MSL by pulling 7 Gs. The bird was landed back at NASW. Max damage was sustained by the aircraft, including almost tearing off a wing. Aircraft BuNo 161331.

At Whidbey, P-3C 161331 was doing a Functional Check Flight. They could see the inside of the fuel tanks when they landed. SDRS recorded the flaps being raised and the landing gear being cycled down and then back up. Aircraft released all the fuel in tank #3 when it appears that the seam between planks 3 and 4 split. Tank #4 also lost its fuel load when plank #1 separated from rest of the aircraft wing. Unbelievable that the crew survived.

There's a lot more to this mishap. Forty-five consecutive rivets were pulled out on the starboard wing during the 7 g pull out (rolling pull), after peaking at negative 2.4g's as well. They did five spin rotations from 5500 ft- - they bottomed out "between 50 and 200 ft"!! They could see the inside of the fuel tanks when they landed. I'll forward the pictures this evening.

They were at 160 KIAS, appr flaps during a prop fails to feather drill on #1 when #2 started surging. They bagged #2, but while doing so got to 122 KIAS. When they added power, they were way below Vmcair, and departed. About a minute later, just before impact, they recovered.

Source is from DC. talking with investigators in Whidbey.

(Pilot comment: "I knew there was a reason I hated doing FCF's".)

(I was in a spin in a P-3 once, too, but it would take at least a few drinks before I'd give the details...K.B.)

From: K.B. Sherman [asa66@charter.net]

Subj: Re: Aircraft survivability

Ah, P-2s...

After I left VP-1 in late 1972 I joined the Reserves at South Weymouth. In the early 70s Congress was giving all the fleet P-2s to the reserves as they were getting P-3s.

Weymouth had some elderly SP-2Hs and few SP-2Es. They were very tired airplanes. I flew P-2s for 18 months and logged a total of about 100 hours. On almost every flight we came back with something on fire or gear that wouldn't extend or something nasty looking leaking down the fuselage, etc. For my NAV NATOPS check flight the only things that worked at the nav table were the compass and the sextant. I did Cel Nav up to Nova Scotia and back with a DR plot. The astrohatch leaked so a steady stream of water poured onto my chart and myself.

The Weymouth bunch used the P-2s more like a flying club and less like a Navy organization. One guy decided to visit someone in New Hampshire and put the P-2 down on a turf field of limited length. They landed so hard several crew members bit their tongues. On the flight back to Weymouth the plane felt "funny;" it just wouldn't trim up. After the crew landed and went home, the yellow shirts discovered that the fuselage had been split from one wing root to the other by the hard landing and the only thing that had kept the airplane together was the main wing spar going through the cabin. So that P-2 went down the field to the collection of other destroyed P-2s used for parts. Weymouth got P-3As in 1975, just in the nick of time...

KB



From: Bill Johnson [mailto:billpatty@charter.net]
Subject: Re: VO-67 Vietnam War effort acknowledged

Hi Foots:

Great story! After three years plowback instructing SNB and S2F at NAS Hutchinson, KS I joined my first fleet squadron VP-28 in 1958. As a "jg" with over 1,800 hours (thanks Hutch) I was given a crew right away but with one of the squadron's oldest airplanes, P2V-5F 128420. She was a great airplane, no maintenance problems, and I loved those huge tip tanks, 350 gallons of fuel in each tip tank. Put in the bomb-bay tanks and fill her up with 4,200 gallons of 115/145, 300 more gallons than the 131's. We were told that those big tip tanks would keep the airplane afloat in a ditching...hmmm.

I flew P2V-5F in VP-28, P2V-7 in VP-2 and many other models and variants as P2V test pilot at O & R Norfolk for three years. About 3,000 hours in P2V and only had to shut down two engines, both had swallowed valves. I occasionally see a P2V-7 flying at airshows, always a thrill to see "two turnin' and two burnin'".

Do you have the book "Lockheed P2V Neptune" by Wayne Mutza? It's a big book, full of pictures and has every BuNo listed and its disposition. It has a chapter on the "Secret Seven" which were seven P2V-7s acquired by the CIA and operated by the USAF as RB-69A. Neat story.

Enough sea stories for now. Again, I really enjoyed your VP-31 tale.

My best,
Bill

----- Original Message -----

From: [Merle Huston](#)
Subject: RE: VO-67 Vietnam War effort acknowledged

Hola, skipper...

One Monday morning I came to work at VP-31 in San Diego to find 5 pristine looking SP2E aircraft sitting on our ramp. We had not had any E models in almost a year, but there they were, looking like they just came out of PAR. On there was a line of 20 or so officers at the duty office checking in! Uh oh, the SDO said the skipper wanted to see me ASAP!

Three hours later I was in the back of one of our birds on my way to NAS Alameda where I was to get "checked out" in the "E". And by 1530 I was manhandling a 128 series around the traffic pattern! I got a start every time I saw one of those square tip tanks on my wing! They were huge!

The next AM we departed in a nice 131 series with the intent to fly 7 hours so that I would be comfortable in the 5F (as the reserve CDR called it), and I could go home. Great plan, but, as the gear came up on the initial t/o, number 2 swallowed a valve and the supply line from the hydraulic tank ruptured on the flight deck. I got 10 flaps down before the system went to zero, but we had to J bar the mains...to make a long story short, the CDR used up 7500 feet of a 7000 feet runway on landing, and we used the raft to get back to the beach.

I went back to SD the next day, all checked out in the SP2E and became the main instructor for VO67 and the "Crazy Cats" of the Army. I came under a lot of pressure from the CO (VO67) to volunteer, but when I saw the rank structure I realized that a measly LT would be lucky to be 3rd pilot in a crew, and I really wanted to stay in ASW, so I declined the offer. I got to know several of them, and really enjoyed flying with them. I even liked the E model, except for the 128 series...

V/R,

Foots

PS...great foto of you and the Stinson!

(I remember VP-1 pilot Dick Pratt (now deceased) talking about this. He had come to VP-1 from VO-67. – Ed.)

From: Carson [ccae@zoominternet.net]

Subject: Branson Bash Reunion Book

Aloha Dear Friends and Former Shipmates,

After long last, the Branson Bash Reunion Book will be ready to ship on Friday of this week according to the printer, perhaps a day or two sooner. I approved the final proof at about 1:40PM today, Monday, September 08, 2008. It looked nice, much better than I thought it would. I had thought that I could print it on my new printer, but it wasn't to be. That proved to be more time consuming and expensive than I would have thought. It also was very, very prone to missing and skipping pages which added to costs in dollars and time. The bottom line is that I will be able to ship them at \$25 per copy plus \$5 for s&h for a total of \$30. This was about what it cost with the other company and I feel we will have a better product this time around. I ordered 75 copies which is 13 more than the number of individuals and couples that attended the Bash, but reordering would have been cost prohibitive and I know that 2 or 3 who were unable to attend have expressed interest or pre-ordered books.

I called and talked to the owner of Flash Photos who did the group photos as he owned the copyrights to them. He needs \$1 per copy printed, so we owe him \$75. If we have that t5o spare in the treasury, that should be all that POPs need to outlay as a group.

It is my hope to recoup my monetary outlays from sales of the book and portraits and other photos relating to VP-1 and POPs. Who knows, I may turn a small profit and make a dollar if I sell enough portraits and/or prints. I retouched each and every one of the persons who were photographed in front of Russ's VP-1 flag. I am pricing my retouched work for less than they charge for a straight print. Their prices begin at \$25 while mine begin at \$20 which /is/ a very special price off my regular rates.

I printed three photos in the book, one from our Pensacola reunion in 2000 and two from my active service days with VP-1. In my business, I sell prints this size (on 13x19 stock) for \$100, but since these are for the POPs membership, I will be selling them for \$50 each plus s&h.

Buy all three and get free s&h to boot! Orders shipping within Ohio must include 7% sales tax on all purchases.

Grace and Peace,

Carson J. Hunt, General Editor Branson Bash Reunion Book

REMINDER... please let Dick Haglund know your reunion plans asap. ALOHA!