

VP-1 POPs



PatRon One P-3 Orion Pioneers

NEWSLETTER #9

JULY 2001

FROM OUR PRESIDENT

Cdr Don Hanson

We should have a reunion up here on Whidbey right now. It's been simply beautiful up here this Spring. Sunny — it got up to 80° for two days this week, but it's back to a normal 65-70 today. There was a Falcon code, I think, that went something like, "Beautiful, just . . . beautiful". I guess everybody's weather has been unusual. We're going to pay the Piper though, because we don't have the snowpack up in the mountains to give us our water supply for electric power, salmon runs, or even drinking and lawn watering. I'm sure you've heard about California's problems. They're in a big whirlpool, and they're trying to pull us in with them. The governments are dusting off all the old R&D on alternate sources of energy. Conservation and higher energy prices are the order of the day.



President Hanson

Tricare-for-Life is off and running. But, while the pharmacy segment is up and operating, the lead folks are saying that the medical is coming — but don't cancel any in-hand coverage until you're sure TFL is up and ready. I'm sure ready.

I had a "physical" a couple of weeks ago (HMO-style). Pathetic! No x-ray. (I'd asked if I'd get one), — my volunteered urine sample was never analyzed — no electro-cardiac stuff (just the stethoscope). The hearing test (which I had to request) was with a cubic-foot box with earphones, (I could hear the people talk out in the hallway). No stability or range-of-motion test — no eye test ("you can schedule that with an eye-doc"). It primarily consisted of his asking questions. If you say, "okay", he went on. The only way I can see it working is that you must say, "Oh, bad", to all the questions. They don't even order the blood analysis until he's done with his questions, so he can pare down the list of things to be analyzed. Terrible! I think they just, "put out the fires"; no preventive medicine.

And, how about the "Whidbey 24". That's what they've been calling the crew of VQ-1's EP-3. There are three aspects of that affair that stand out to me. The political, the security, and the airmanship. I don't know about you, but I think Osborne did one heck of a job of flying. I remember "unusual attitudes" in flight training, where they had one close his eyes, then put the plane in unusual attitudes and say, "you got it". I remember ONE practice P-3 landing at Moffitt with two engines "out".

I remember "approach turn stalls" in the T-28, where a wing drops out from under you in the simulated landing approach (at altitude). I remember the "buffeting" in approach to stalls practice in the old P-2V's. But mark me, I've never had all those things at one time. From 18,000' to 8000'. From, "Stand by to bail out" to "Stand by to ditch" to "Hang on we're gonna land hot, heavy, and wild". Beautiful, just . . . beautiful.

Finally — I hope you are marking your calendars and planning to attend our next reunion at Memphis. Come see and greet our skippers; they looked great at Pensacola. Chief Taylor has the watch, and I'm sure we'll all have a great time. We're still complimenting Willie for his good work on the Pensacola reunion.

Find a lost squadron mate / spouse; invite them to join us. (Pass the names and addresses on to our secretary). See you there.



It's signed and sealed — as of 1 October 2000. The comprehensive pharmacy benefit portion began in April 2001, but the Medicare portion won't be up and running until October of this year. Tricare-for-Life will supplement Medicare for retired military personnel, their family members, and widows over 65 years of age. Mainly, Tricare-for-Life will pay the portion of medical bills that Medicare doesn't pay.

Congress allocated part of our government's monetary surplus to establish a trust fund that makes this coverage a mandatory entitlement. In future years Tricare-for-Life will not have to compete for funding from the defense budget. As this trust fund doesn't kick-in until fiscal 2003, Congress also passed a bill funding Tricare-for-Life for fiscal year 2002.

When fully implemented, this should effectively eliminate the need for elder military retirees to purchase supplemental Medicare insurance. Starting in October a beneficiary will be able to walk into some 94% of the doctor's offices in the U. S. for treatment, confident that Medicare will be first payer and Tricare-for-Life the second.



However, the patient must know which of the nine out of ten physicians in the area accept Medicare assignment. One may check Medicare's Participating Physician Directory on the internet at "www.medicare.gov/Physician/Home.asp" to find providers by state or zip code, and by specialty. To use Tricare-for-Life and/or the Senior Pharmacy Program one need only have a current military I D card and be enrolled in DEERS (Defense Eligibility Enrollment System).

2003 MEMPHIS REUNION

AMCS Mike Taylor

Our third VP-1 POPs reunion is scheduled for the second weekend in September of 2003. For those of you with a 2003 calendar, mark-off the weekend of the 12th, 13th, and 14th. This time of year is usually very pleasant in Southwest Tennessee. Not too warm, not too chilly.

Begin making your plans. We want everyone to attend. See if you can make contact with any of our old squadronmates that aren't on our roster yet — let them know about our planned reunion — invite them.

The kick-off meeting for organizing this 2003 reunion was held at my house in Brighton, Ten-





Mike "Grumpy" Tay-

nessee, on Saturday, June 16th. Seeing and visiting with some of our old shipmates made it an exceptionally enjoyable day.

Attending this gathering of prestigious minds were **Randy Burrous, Shirley & Bill Howard,**

Linda & Jim Wooten, Cora & Bob Gregor, Joyce & Bobby Oliver, Sandy & Ward Smith, Laura & Jim McNinch from over in Arkansas, **Gail & I**. And also, all the way in from a North Mississippi fish camp, the one (thank God) and only, **Billy Hill**. Billy's spouse, Zona, was on the binnacle list and couldn't attend. Ditto for Randy's wife. We visited and gabbed until the last dog died around 2100.

It was very refreshing to see so much interest, and to receive so many pledges of support, at this first planning meeting — enthusiasm from both the guys and the gals.

We've decided to hold a fish fry on Friday evening (y'all can't come to Mississippi Delta country without enjoying a "down-home" fish fry!). Billy Hill and Bobby Oliver can supply most of the fish we'll need. The rest we'll purchase — wholesale of course!



Our ladies will prepare an ample supply of tasty beans, coleslaw, and so forth. Bobby, Smitty, and Billy are experienced in preparing fish for, and the feeding of, large groups. I am experienced at eating at such events.

This repast will be held at Navy Lake, aboard Navy Support Activity (NSA) Midsouth, at Millington. (Most of you probably remember it as NATTC Memphis). Navy Lake is on the north side of the base out past the golf course.

The next afternoon we'll have a scrumptious southern Bar-B-Q that'll be prepared by an experienced entrepreneur. This picnic, also at Navy Lake, will begin at noon on Saturday, and go to late afternoon or early evening.



Our Sunday morning brunch and business meeting will be held at the *Helmsman Club* on the south side of the base. This is a joint-use club with a large banquet room available.

We plan to have coffee available at our central "duty office" and registration area, along with bottled water. No decision has been made — yet — concerning providing other goodies at the *duty office*.

We can and will set up something for the golf-

ers if requested. Looks like the best times for a round of golf would be during the day Friday, Saturday morning, or Sunday afternoon — unless you come early or stay late.

We're looking into other activities that may interest some of you. The casinos will usually provide a free bus, and sometimes even a buffet, for large groups. Some of our folks may want to try their luck at Tunica — maybe after our Saturday get-together at Navy lake. If some would like to visit Shake Rag on Sunday afternoon we can handle that also.

We, our reunion committee, would like some input from y'all 'bout these things. More about local attractions and events will be mentioned in future articles. Also info about billeting. It's a little too early to get into that now.

To get your two-cents heard e-mail me at "LDEPLOY@WORLDNET(dot)ATT(dot)NET", call me at 901/837-0577, or snail-mail a note to 3760 Beaver Rd., Brighton, TN 38011. We're gonna try and have the bestest reunion ever. Y'all come — ya hear!

ALOHA



Cdr Jim Luper XO 1974

Although I regularly exchange jokes and other items of military, aviation, and P-3 interest with several of you, I haven't officially said hello via the newsletter. Hey, squadronmates!

The NAV was good to me after my tour in VP-1, but NEVER as great as it was in those well-remembered days at the tail end of the eligibility period to be a VP-1 P-3 Orion Pioneer (I am lucky to be among you all).

To briefly relate my follow-on Navy history, I left VP-1 for a desk job in Washington, DC (NAVMAT back then), then on to Brussels, Belgium for a tour at NATO Headquarters.

Next, it was back to Washington to spend an interesting year at the Industrial College of the Armed Forces — I played every sport they had, so at graduation, the Commandant said I was the only one that attended on an athletic scholarship. What followed turned out to be my twilight tour at a desk in the Pentagon at OPNAV. I retired as a Captain in 1984.

I immediately started with a small company that worked to connect U.S. Military Services and/or industry with European Military and/or industry. My company changed names twice over the years and then shifted from the international business (and all those neat trips to Europe and showing Europeans around the U.S.) to support-

ing Reagan's Star Wars organization (Strategic Defense Initiative Organization — now Ballistic Missile Defense Organization - BMDO).

You wouldn't believe what this old land-based, multi-engine, maritime patrol plane pilot (AKA "VP Puke") has learned about the PATRIOT, THAAD, Navy Area, Navy Theater-Wide and National Missile Defense systems. I changed companies last year, but am still supporting BMDO - this time, exclusively the Test, Simulation and Evaluation Deputate. I don't plan to do this everyday work for very much longer — I need to spend time improving my golf game.

Here's a small anecdote I can contribute from our VP-1 days. We were deployed to Naha, Okinawa, and regularly had crews, planes and dets from Northern Japan to Cubi Point, and on into the Indian Ocean at Diego Garcia and Iran (when there still was a Shah in charge there).

Our sister squadron at Cubi at the time (VP-4, I think) had a whole bundle of aircraft problems and we kept sending VP-1 crews, aircraft, and maintenance personnel south and southwest to cover their asses — sorry — their responsibilities. At one point there were more VP-1 assets operating in that Task Group area than there were from VP-4.

So, I flew down to Cubi Point and quietly received their usual in-chop brief for their area from the CO. At the end of it, I said, (very seriously, mind you), "Thank you very much. Now, I'm taking over as Task Group Commander for this area, as well as for the central area, since we have more functioning assets operating there than you do."



It took the VP-4 CO a couple of minutes just to recover from being flabbergasted. Then he started into all kinds of excuses for VP-4's maintenance record, and reasons why I couldn't take over his command. I let him go on for several minutes until I could no longer keep from snickering — thus giving my joke away. That man never forgave me for that antic, but I thought it was a lot of fun at the time.

But, the real story is that the men of VP-1 kept our aircraft and crews flying so well that VP-1 could accomplish its own mission responsibilities and still were able to take up the slack for another squadron — all across several thousand miles from Misawa to Bandar Abbas!

NEW MEMBERS since our last newsletter are **ADJ2 John & Barbara Boyd**, who currently reside in Casa Grande, Arizona — **AW2 Frank & Connie Conkle**, who now live in Round Rock, Texas — and **Lt(jg) Bob & Ellen Miller** of Garden Grove, CA. Welcome aboard!

REINSTATING memberships since our last

newsletter were **AT3 Joe & Linda HART**, and **AW2 Kingsley & Ruth SUMNER**.

PASS THE CHOW

ADJ1 Jack Bachhofer

How many remember **AO2 Henry Houston Cockerham, Jr.**? This “true tale” concerning “Junior” Cockerham took place back in the fall of 1968 — VP-1’s last WestPac deployment with P2V-7 Neptunes.

Junior’s crew was flying a 12-hour track from Sangley Point to Cam Ranh Bay. In those days the crew ordnanceman usually did the cooking on long flights. Junior was the chef for his crew.

On this particular flight over the South China Sea, Junior, back in the after station, fixed scrambled eggs, fried ham, fried potatoes with onions, and some other assorted goodies. It was a mouth watering brunch. After dishing up two full plates Junior stepped up through the radio compartment to the aft side of the wing beam so he could pass the chow forward. The drivers in the cockpit afterwards ate first.

(For those who were never with P2V’s, the wing beam ran through the center of the aircraft, just forward of the radioman’s station. One had to crawl over the wing beam to go forward of the radioman’s compartment, or to go aft from up forward. It was next to impossible to get over the wing beam carrying hot coffee or plates of food. So one normally passed these items from the radioman’s compartment just aft of the wing beam to someone who was forward of the wing beam.)

Junior, holding the two plates of hot chow, noticed someone sitting, snoozing, with his back to the forward side of the wing beam. “Hey!” he yelled. No response. A couple more shouts with still no response sort of lit Junior’s fuse, so to speak. He sat the plates down, took off his crew ball cap and commenced frapping the unresponsive fellow with the cap while hollering at him. When junior knocked the guy’s cap off the fellow jumped up and asked, “what?”. Junior told him, “I’ve been yelling at you. Take these two meals to the pilots up in the cockpit”. The fellow did as Junior instructed, returned, and then passed more plates up forward.

As Junior took the last couple of meals to the wing beam he noticed the insignia on the fellow’s hat. A full bird Air Force colonel! Turns out that the colonel was hitching a ride from the P. I. to ‘Nam. The colonel never said a thing, just took the plates up forward as directed.



Henry Cockerham, Jr.

Junior never went close to the wing beam for the rest of the flight. He made it a

point to keep out of sight after the plane landed at CamRanh Bay. Out the aft hatch — off to oblivion. The colonel never said a word to anyone about Junior awakening him with a smack from his cap.

I’m searching for Junior. We haven’t located him yet, so if any of you know his current whereabouts, please let me know. Junior transitioned to P-3’s with the squadron and made that first P-3 deployment with us to Japan. He was the ordnanceman in crew-3.

VA AGENT ORANGE UPDATE

BENEFITS ANNOUNCED — Vietnam veterans with adult onset (Type 2) diabetes may now receive a disability rating and associated monetary compensation from the Department of Veterans Affairs (VA). VA offices are now accepting disability claims from eligible Vietnam veterans.

Any veteran who served in-country during the Vietnam War is deemed by the VA to have been exposed to agent orange.

The number of other diseases recognized by the VA as associated with agent orange has also increased since the early 1990s. The following conditions are now considered service-connected for veterans who served in Vietnam: *chloracne* (a skin disorder); *porphyria cutanea tarda* (a liver disorder); *acute or subacute peripheral neuropathy* (a nerve disorder); and *certain cancers, including non-Hodgkin’s lymphoma, soft tissue sarcoma, Hodgkin’s disease, multiple myeloma, prostate cancer and respiratory cancers (including cancers of the lung, larynx, trachea and bronchus).*



Notice of **Cdr Godfrey Rettig**’s death was posted in a recent edition of The Retired Officer’s Association magazine. Rettig was with us during our transition to P-3’s at Whidbey Island and our first deployment with Orions to MCAS Iwakuni, Japan. He was PPC of crew-3. Rettig was promoted to Cdr while in VP-1, and later retired as a Capt. Thanks Don Hanson.

Also recently reported to us by Jack Bachhofer was the death in 1978 of **AE3 Jim Malette**. He was fatally injured attempting to rescue a companion worker in an underground accident. At the time of his death Malette had left the Navy and was doing construction work for his father.

More information on medical care and compensation for veterans is available at VA regional medical centers and offices, and at the VA’s web site, “www.va.gov”.

P-3’s TO BRAZIL

Much of the following info concerning the P-3’s to Brazil & Taiwan was furnished by ADJC Jimmy Lee

Brazil will eventually receive a total of 15 P-3 Orion aircraft from the United States. These



What is this? It’s not a familiar sight. Look it over closely. Answer on page 4.

aircraft will be used to patrol their huge, almost 8,000 km., Atlantic coast. The Brazilian Air Force (FAB) has received the property certificate of the first of its Orion fleet from the U. S. government. It’s the first of twelve ex-U. S. Navy P-3A’s that will be operated by FAB. These twelve P-3’s will be pulled from storage at Davis Monthan AFB, and current plans call for them to be reconditioned, modified, and updated by IMP Halifax of Canada. Three more P-3’s from the David Monthan boneyard will be used by the Brazilian Air Force for spare parts to support the operational 12. The Brazilians have identified 12 of the aircraft for their pro-

It’s my sorrowful duty to inform you that **Lt Dennis Barnhart**, VP-1 Personnel Officer and P-3B PPC, (circa 1969-70), was fatally injured in an automobile accident back in 1983. We only recently learned of this misfortune. Lt. Barnhart was with us during the transition to P-3s, and the Iwakuni deployment. Thanks to PN2 Charlie Gardiner for the information.

We recently were made aware of the death of **PR1 Don Rasmussen**. Rasmussen reported aboard VP-1 in early 1974, becoming the leading petty officer in the Aviator’s Survival Equipment shop. According to his widow’s letter and the enclosed newspaper obituary, Don passed away in 1993. Thanks to AME2 Jim McNinch for this information.

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gram. Following are the U. S. Navy bureau numbers that were identified:

151356 – 152180 – 152140 – 152146 – 152162 – 152167 – 152168 – 152173 – 152174 – 152175 – 152186 – 152187 –

These Orions were delivered by Lockheed Aircraft to the U. S. Navy during 1964 and 1965. Yes, the planes are all over 35 years old.

These P-3A's have the T56-A-10WA engine. However, there is talk of a possible conversion to the T56-A-14. That would require a modification to the aircraft to accommodate the -14. That's part of the ongoing negotiations over the rework process. The U.S. Navy already has problems with T56 engine support. It doesn't matter whether it's a T56-A-10 or a -14.

There is a T56 Power Plant Change (PPC #26) that the depot (NADEP) uses to convert a T56-A-10WA to T56-A-14. (I actually prefer the -10 both for maintenance and for takeoff — if water injection is available).

Rolls Royce-Allison doesn't want to continue providing spares for the T56, although there are many T56 engines being utilized throughout the world. Some are even in ships. Many are in pumping stations.

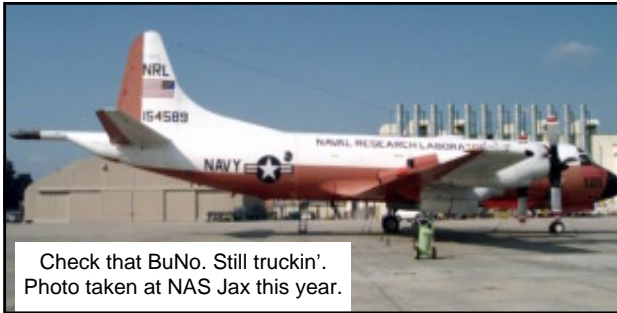
Our Navy, per Congressional budgeting, has not been funded for support of A or B models of the P-3 for a number of years. The Navy gets money to operate only P-3Cs, EP-3's, UP-3's, etc. Even though the Navy gives the P-3 A & B models to Foreign Military Sales (FMS) programs, the support, especially for engines, remains a problem.

P-3's TO TAIWAN

Taiwan wants — and will get — only brand new, state-of-the-art, P-3's — Orion-21's. No reconditioned used P-3's from the boneyard at Davis-Monthan for them. (While our Navy patrol squadrons are equipped with aircraft 25 to 30 years old!).

The last P-3's came off Lockheed-Martin's assembly line in 1995 — when they filled the P-3C order for the South Koreans. Korea wants to purchase more Orions, as does Germany and Italy. Lockheed-Martin does not have a P-3 production line open now. So, who's going to manufacture Orion-21's for the Taiwanese, the Germans, the Italians, and whomever else decides that they want some?

The P-3 production line will have to go through a manufacturing set-up which is very costly. Much discussion is going on between Lockheed-Martin, the U.S. Navy, and potential foreign customers, concerning who pays, and how much, for the P-3 production line set-up cost. Much, but not all, of the production tooling is at the Lockheed-Martin facility in Marietta.



The P-3 wing tooling is in Korea. The Koreans built the wings for the eight P-3's that they purchased. Lockheed-Martin, and the Navy, had indicated to South Korea that the U. S. would sell P-3's to other nations and that the Koreans could manufacture the wing assemblies for these new aircraft. That was a trade-off for their P-3 order, which is another long, long story.

Other P-3 tooling is scattered about the continent. Canada has some of the landing gear tooling. The Quick Engine Change (QEC) and Nacelle tooling is at Johnstown, PA. Lockheed-Martin may be sending that to the U K. Are we now in a "New World Order"? Aircraft built by international committee?

Our U S of A Navy could sure use some of those P-7A's now, or better yet some of those spiffy Orion-21's. Wonder if they can get any of those souped-up P-3B's back from the Customs Service?

Okay, okay. So now you want to know what the devil a P7A, is, right? Read on . . .

A PATROL AIRCRAFT NEVER BUILT

Robert F. Dorr

In 1986 the Navy was scrutinizing a design for a future patrol plane that looked like a familiar jet airliner, but with propellers curiously appended to its tail engines. The Douglas Aircraft Company submitted the design for this Advanced USN Patrol Aircraft to the Navy in November 1986. NavAirSysCom had decided that a new advanced aircraft should soon replace the proven, but aging P-3 Orion. The Douglas proposal was based on the DC-9 airliner, a plane already serving the fleet as the C-9B transport.

The proposed design retained the proven fuselage, wings, and landing gear of the DC-9, but introduced a completely new concept in a power plant known as an ultra-high bypass (UHB) engine.

The UHB engine improved fuel economy, exactly what the Navy needed for those long-range patrols. Experts claimed that the new

plane would have a 48% lower fuel burn than the P-3 Orion. It was a new type of jet engine, but to an untrained observer it looked like a propeller engine since it employed unducted blades for a portion of its thrust.

NASA was testing the General Electric Unducted Fan Engine in a Boeing 727 aircraft. A different UHB engine was being developed by Pratt & Whitney/Allison but had not yet flown. Douglas was prepared to offer the Advanced USN Patrol Aircraft with either power plant.

The new plane would have carried multiple radars, Harpoon missiles, torpedoes, mines, sonobuoys, and a mission control center with up to half-a-dozen technicians. The total flight crew would have been 11.

Boeing and Lockheed also submitted competing proposals. The winning plane-maker would get a contract to manufacture 125 aircraft for the U. S. Navy, and a dozen each for Britain and West Germany.

Without building or flying any of the competing designs, the Navy ultimately chose Lockheed's candidate, the P-7A, which looked much like the P-3, but offered new engines and propellers, among other features. But, the P-7 proved to be a dead-end as the Navy terminated the program July 20, 1990. By then the Berlin Wall had fallen, the Cold War was over, and defense spending was heading for a downturn. The military was beginning a drawdown.

The P-3 Orion fleet has since benefited from many upgrades and improvements, but the Navy has not launched a new program to replace its patrol workhorse that has been in the fleet for over 35 years. Aircraft designs meant to replace the P-3 are today nothing more than drawing board blueprints in the national archives.

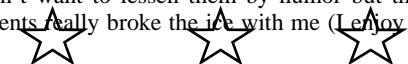
The above article first appeared in Navy Times. Now — to the aircraft pictured on page 3. Have you figured it out yet? Yep! It's an artist's concept of the Lockheed P-7A in flight. The "Patrol Aircraft Never Built".

PERSONNEL INSPECTIONS

(from the Skipper's view)

By Capt Bill Johnson

Here are some anecdotes from VP-1 personnel inspections that I conducted that were memorable to me. Personnel inspections were necessary and important for any number of reasons and I don't want to lessen them by humor but these events really broke the ice with me (Enjoy the



humorous side of life). Although, why did we have them on Saturday mornings? Old Navy I guess.

Remember Admiral Zumwalt's "Z-Grams" on this one. One Saturday morning, inspecting the squadron, Chief Hamilton and I came upon a young sailor that showed the results of a hard Friday night; rumpled uniform, bleary eyes, and unshaven. I asked him if he had shaved that morning; "No," he said, "I didn't." Asked why not, he replied, "I'm growing a beard, sir." "When did you decide to grow a beard," I asked. "Just now", he replied! I almost lost my stern face with that answer. I asked Chief Hamilton to update me with progress reports on his success at beard growing. What ever happened to that fellow, Jim?

Another inspection — I came upon the Ready Alert crew in their flight suits and asked Bob Fuller, their PPC, if they were ready for inspection. "Yes sir", was his loud, clear reply. He then turned to his crew and commanded "Unzip flight suits — two." They did, revealing big Superman "S" T-shirts on all hands. They were a good crew!

Change-of-command inspection at Cubi Point in '72 — Russ Fredrick and I went out to the C. O.'s truck all duded-out in our choker whites and swords. We opened the door to the truck and the seat and steering wheel were missing! JOPA (Junior Officer's Protective Ass'n) had been at work. On cue, JOPA's ambulance pulled up. (They had somehow confiscated an old Navy ambulance to make liberty runs to the Subic Main Gate). Russ and I were then ceremoniously driven to the Change-of-Command. JOPA'S mascot was a green frog. The hangar that day was dressed out in Naval signal flags and right in the middle was a flag with a green frog! Stenciled on the deck, right between Rear Admiral Fowler's feet, was a green frog looking up at him! During inspection, as I passed each J O, I got a "RIBBIT". What an outfit, "The Fleet's Finest"!

Y'all come on up! What? — To the VP-1 POPs Pacific Northwest summer picnic. Where? — Our back yard. When? — Sunday, August 19th.



Tom and Donna

Browning will be up here visiting from California at that time. Any of our old squadronmates from VP-1 are welcome to attend.



We're asking for a small donation of \$2 per person — payment in advance, please — so we'll know how many will be attending. Please send your donations to our mailing address, listed at the end of this notice. We'll use the money for paper plates, cups, plastic flatware, napkins, beverages, meat, etc. It'll be a potluck affair for salads, casseroles, and desserts. (My new kitchen now has two ovens for accommodating hot dishes). We have a heated, in-ground swimming pool that'll be available for use. Also a hot tub, (if Rich gets busy and finishes installing it). For further info give us a call at 360-398-1696, or e-mail us at "rrrnwestcr@aol.com". Our residence address is 413 W. Hemmi Rd, Bellingham, WA. 98226. **Our mailing address is P O Box 342, Bellingham, WA 98227-0342.**

NEWS FROM SQUADRONMATES

Carol & AFCM Jack ADAMS (6/9) — Jack checked-in by phone. I had heard on network news that the town of Ruidoso, New Mexico, had to be evacuated due to a wildfire. As the Adams reside in Ruidoso, I sent them an e-mail asking them how things were there. Jack said they were in pretty good shape. "The fire is mostly under control", he said. Some people had to leave their homes, but Carol and Jack didn't have to evacuate as the wildfire was about a mile away from them. Their utilities were off for awhile, though, as the fire was near some main transmission lines and no one wanted a live line going down if a pole caught fire. Jack stated that they'd had a couple of showers there in the past few days — the first rain they'd had in over a year! He also related that Carol had recently had surgery on her feet. Jack said she was recuperating well, and that things were looking up for her.



Irene & AO2 Jeff BARCLAY (4/3) — The pulp and chemical operations here at the Georgia-Pacific mill have been permanently shut down due to the high cost of electricity. We have 60 days to decommission those areas of

the mill. I'm not sure where that leaves me, but I should know in a week or so. I've been working here for 27 years, so it will seem really strange if I have to leave. Irene wants to remain in this area, so a transfer to another GP location is probably out of the question. I'm still a few years from retirement so I'll just have to find something local.

(Update 5/11). As usual it took longer than planned to find out our fate. Unfortunately I'll be entering the ranks of the unemployed on June 3rd. I received a severance letter yesterday along with about 120 other salaried people. Irene and I don't want to relocate, so I'll be looking for work in Northwest Washington.

Jo & CWO Marty BECKER (4/8) — Hello one and all. We want to let you all know that Marty and I are going to be "on the road again" starting Wednesday, April 10th. We plan to head towards Laughlin, NV, for an RON, then on to the Fresno, CA area.. We know that, while away from home, we can access our Hotmail ISP. So, for e-mail, it'll probably be best to use our Hotmail address, which is JMAIER@HOTMAIL(dot)COM. So, keep in touch. Regards to all. We'll see some of you soon.

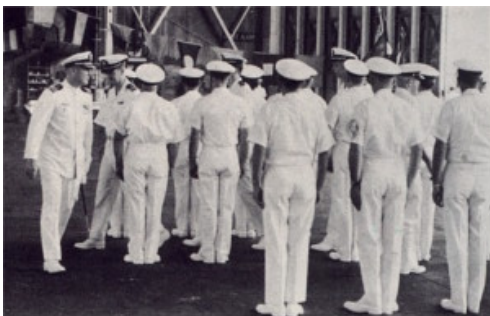
(Udate 5/24) — Jo & Marty stopped here at 'Grove's Grove' for a visit with Ellen and me. They had been over to see Don & Sue Swendsen the evening before. We sat out on the front porch, had a couple cups of fresh brewed coffee, and caught up on recent happenings. They were "camping" at NAS Whidbey's transient quarters (one of the BOQ buildings) while in the area for a few days. The next day, Friday, they were planning to head North to Alaska — up to scope out the Mount Denali area. After checking out the Northern wilds their itinerary called for a trip to Wisconsin for a visit with relatives and old friends.

Kay & ATC "Swede ERICKSON (4/21) — Sorry that I haven't been in touch lately. I've been way under the weather here. My doc put me on a new medication for my blood pressure, that was bouncing up and down like a yo-yo. This new stuff has side effects, and I think I experienced most of them. My body seems to have adjusted now, so guess I'll survive.

Fenina & AWC Freddy FINK (3/5) We made out okay from the earthquake. It did nothing to our home other than a few minor items toppled to the floor. Thank goodness! I was at work on Mercer Island and watched from my window as things were swaying and shaking, I phoned Fritz down in Tacoma right after it happened and he was fine there, as well. It took me about an hour and a half to get home (usually takes only 35 minutes). This was around noontime, (early secure), about an hour after the temblor. Our business building was evacuated until necessary safety inspections were completed. We are both glad that it was not any worse than what it was.

NORTHWEST GATHERING

Ruth Hunt



TEN — HUT!
The skipper looks over the Chiefs

PN2 Charlie GARDINER (4/1) I was really happy to get the latest newsletter — enjoyed hearing all the updates. Since I've been somewhat out of touch, I thought I'd drop a line with the hope that this finds everyone happy, healthy, and in good spirits.

I'm sorry that I missed the Florida reunion last year, but I was in Guatemala and Honduras. I was involved in an intensive, total immersion, Spanish program. I spent four months there and enjoyed it very much. I had been to Costa Rica a couple of times in the past but Guatemala was a new adventure.

I caught the "travel bug" while in the Navy and have, since, been all over and have done some rather unusual things. I think Southeast Asia is still my favorite spot — I've returned there a number of times since my days in VP-1.

Since my latest return to the U. S. I've worked part time, assisting with surgeries all over the West Coast, representing a company that makes radio frequency ablation equipment.

Next month, my oldest son will receive his doctor of medicine (M.D.) degree. He will serve as a physician and captain in the U.S. Army, (Hawkeye Pierce, maybe?), and I wouldn't miss his graduation for anything; he's been working for that degree ever since he was a little kid and I want a front row seat!!

In June, I plan to go to South America for several months and am looking forward to it. My girlfriend is relocating to New Zealand so I may meet up with her in the late fall for a visit and then head back to Guatemala for the dry season.

I always look forward to the interesting news-

letters and remember so many of our members so well; as a Personnelman, I knew almost everybody, one way or another. If I'm within 5000 miles or so, I'm going to make every effort to attend the next bash in Memphis. My very best to all of you!!

Mary "Pat" GESLING (spouse of Cdr "Goose" Gesling) (4/4) — Thanks guys. I hadn't known anything about the Tricare-for-Life or Senior Pharmacy Programs till I read the last newsletter. Probably because I'm not around many military folks anymore to discuss issues like these. Until last evening — I had dinner with a retired Generals' wife. She asked if I was in the program. She told me how fabulous the Senior Pharmacy Program was for her expensive medications. You're wonderful to keep us informed about these type things via our newsletter.

Jan & AMH1 Bob GIDDINGS (4/28) — Talked to Bob on the phone. He said that they were anxiously watching the "Big River". The door to his home is 80 feet from the banks of the rising Mississippi River. Bob said that so far they were okay and he didn't think they were in any danger of serious flooding. They had some water in their basement — had to move some things out of the cellar or put them up higher on shelves. The basement sump-pump was doing its job. The Giddings have their home there in Sabula, Iowa, up for sale.

(Update 6/26). Bob and I chatted on the phone. The house in Iowa is still on the market. He says if it doesn't sell soon they will take-off for extended trips returning to the home in Iowa between jaunts.

(Update 7/13). Bob called and informed me

their house had sold. They have to be out by the end of August. He said they'll be up here in the Pacific Northwest during the first week of September. They plan to stay in their camper trailer along the Skagit River until they decide exactly where they want to root-in again.

Betty & CS1 Gus GOLDENPENNY (4/25) — I'm home from my heart surgery and feeling good. Please relay to everyone a big thanks for their thoughts and prayers. All went well and I am on the mend.

Update 5/15 — Went to the doctor's yesterday and he gave me a green light. He said I was doing great and that I could go back to work, swim, and start playing a little golf. Just chip and putt for now, though. Thanks again to everyone for your thoughts and prayers.

Bernie & Earl GREENMAN (4/25) — We've just gotten on-line with our new cable modem and our new e-mail address is EARLGREENMAN@CHARTERMI(dot)NET. (Without the dash).

Mary Anne & Cdr Bert HOWARD (4/30) — We have returned from Italy. Had a good trip and visit. We're back online as of this date.

Sharon & Lcdr "Foods" HUSTON (6/10) — Foods phoned me today to let us know that he was finally home from his lengthy stay in the hospital. In spite of all his "down" time he was in good spirits. He said that he is able to get around fairly well with a walker and that the stomach infections that plagued him were now cleared up.

(Update 6/12 — E-mail from "Foods"). After 3 weeks at home from my last surgery I began to

UPCOMING REUNIONS

VP-1 (1978-1984) — Frank Caprio, an NFO with VP-1 from 1980 to 1983, is organizing this gathering. This reunion is primarily for squadron-mates that were assigned to VP-1 in the 1978–1984 time frame. It'll be held this summer, July 20th – 22nd, at the Sunspree Resort, Virginia Beach, VA. For further info contact Frank, a patent attorney, at **Lanier, Ford, Shaver, & Payne, P O Box 2087, Huntsville, AL 35804**. The internet URL is **www.lfsp(dot)com**. The e-mail address is **fmc@lfsp(dot)com**.

VP-11 — A get-together for former squadron members is scheduled at NAS Brunswick, Maine, September 7th through 9th this year. For more info contact **E. M. Brittingham at: 45 Malvern Ave., Apt. #1, Richmond, VA 23221; 804/342-8070**; or e-mail at "**captemb@eros(dot)com**".

VP-1 Neptunes — (P2V *squadronmates*). The P2V gang of VP-1 has scheduled their next reunion for October 2002 at San Diego, CA. They're hoping some sunny Southern California weather will warm them up. Reports are that their reunion last fall in Albuquerque, New Mexico, didn't fare too well due to the cold, rainy weekend, of October 7th and 8th. That also was the weekend for the hot air balloon festival in Albuquerque. The weather was so bad on Sunday that Sunday's portion of the balloon show had to be cancelled. For further info on this upcoming reunion contact **Homer Hawkins, P. O. Box 228, Okemah, OK 74859**. Homer's phone number is **405/944-5839**.

VP-1 P-3 Orion Pioneers (VP-1 1969-74) — This is us! Our next big gathering of the VP-1 POPs clan is scheduled for the second weekend in September of 2003 in the Memphis, Tennessee, area. Start making plans, arranging your schedules, and saving your greenbacks. Our man-on-the-scene, Mike "Grumpy" Taylor, says this reunion will be a fiesta we'll all remember. Mike's address information is on page 2.

VP-44 — This summer — 16 to 19 August — Daytona Beach, Florida. Point of contact is **Ray Beck, 534A S. Conway Rd., Orlando, FL 32807**, phone **407/894-6742**, or e-mail "**vp44reunion@hotmail(dot)com**". Info is also available at their web site, **www.vp44goldenpelicans(dot)com**.

VP-24 — 4 to 6 October 2000 at Waukegan, Illinois. Contact person is **Richard Powell, 816 Highland Ave., Oak Park, IL 60304**, phone **708/848-1568**, or e-mail at "**rpowell@CI(dot)River-Forest(dot)IL(dot)US**".

get nausea and very high fever on 10 April. My doctor ordered me back to the hospital, and I was readmitted on the 11th. I was Cat-scanned, revealing 3 more abscesses, one on each side just above the hip, and one in front of my tailbone. Having been cut on quite a bit I insisted that more surgery be a last resort. Using the catscan for guidance, tubes were inserted into each side. The abscess in front of the tailbone was inaccessible by tube. I then went on a program of intravenous antibiotics (4) that the doctors called "the big guns"!

After about 7 weeks the catscan showed all 3 abscesses clear, so they pulled the tubes and sent me home. I am still learning to walk (and type) and am very weak, but I'm on the mend. Thanks for all the thoughts and prayers!

Ellie & AEC "Ben" JOHNSON (5/6) – Just wanted to say thanks for sending information about all the happenings with the old squadromates, and keeping us up-to-date on important facts. And for some very funny jokes. We appreciate all of the above. It really helps to know that when you're in a low place you have friends that care. Ben and I are fine. We're sorry to hear that the Tafoyas and Hustons are having a bad time. And we're praying that Tina Williams' health doesn't take a turn for the worse. Thanks again for all your information and care.

Shirley & AVCM "Mac" McCOMAS (4/16) – Yes Don, you're correct. The title of the "AX" rate was Aviation Anti-Submarine Warfare Technician. I sure do appreciate all the news and what-not that you forward out on e-mail. I seem to be getting a little stronger, but my lung capacity is still about the same. I don't know if I'm learning to pace myself better, or what, but it's been a good winter. Thanks for asking. I bought a scanner the other day but haven't even taken it out of the box yet. I'll have to play with it for awhile.



Ellie & "Ben" Y2K

Update 5/18 – Our e-mail address has changed to

MCPoret@SURFFIRST(dot)NET. Please make changes accordingly so we don't miss anything.

Elizabeth & AO1 Bob McCOY (3/26) – I'll be in Idaho again this spring and summer. Still working on our retirement castle. I'll head back down to California around the end of October. Since Elizabeth has four years to go before retirement, if doctors ever really retire, I had better go back and spend the winter with her (if I know what's good for me). My address here in Idaho is 31 E. Evergreen Rd., Sagle, ID 83860. Telephone number: 208/263-5010. E-mail: "BOBMCCOY@TELEVAR(dot)COM".

Carolyn & AW3 Paul "Shark" MORASCH (4/9) – Howdy! Shark is scheduled for surgery on his right shoulder on May 1st. At last!! He has not been able to work (not even writing) for more than two months. And, he has been in a lot of pain. After surgery he will have to undergo from six months to a year of extensive physical therapy. Don't know yet just when I'll be having the surgery on my gallbladder. I go tomorrow to nuclear medicine for another test. I need to be up and about, able to help Shark during his ordeal.

Sandra & AEC Dave NASS (4/9) – Pretty boring day today — went fishing for a while — mainly to try out my leg. Had a large blood clot removed from it a few weeks ago. Was a pretty close call they tell me. All's well that ends well, though. I had a strange experience in the hospital. After my operation — when I was back in my hospital room for the night — supposedly under close watch — I had apparently been given too much drugs. I woke up, the lights were off, and I could have sworn that I was in a small trailer — like the sickbay that was at CamRahn Bay. It scared me so bad that I attempted to get out of bed. I got over the side of the bed, but then got hung up in all the cords and tubes hooked to me. My legs slipped out from under me and I started riding (I thought) on an imaginary bike. I began screaming — that cleared out the nurses coffee mess in a hurry. It's fantastic what drugs will do to one. Some people pay a lot of money to feel like that. I got a free hallucination. Luckily there was no damage to my leg, or any other body parts. Catch y'all later.



Sandy & Dave Y2K

Point, MD 20674. Phone 301/994-0701.

Carol & AVCM Gene POOLE (6/22) – Many of you know that Carol has a heart problem. I thought I'd update you on her condition. The doctors tried doing another stint last Monday, but before they got it in place it seemed to be putting Carol in too much jeopardy so they backed out. Carol is now scheduled to go into Providence Hospital in Everett, WA, on the 6th of July for open heart surgery. They'll be taking veins from her arm to do two by-passes.

AE2 Steve PALMER (6/21) – I'm looking forward to the VP-1 POPs Northwest mini-reunion in Bellingham this summer. I'm working again, even though it is a temp job, with a

company called Wah Chang in Albany, Oregon. They are a rare metals refinery and are a large government contractor. I'm shifting to a different job with Willamette Industries, probably next week. But Wah Chang has already expressed interest in hiring me full time. The other job is for a month and Wah Chang will have an opening in August. Someone is retiring and they like my work, so it may be a good move. We are in the middle of all of the grass seed growing down here. In fact we have about 800 acres of grass seed on all sides of our house. Right now there is a lot of pollen blowing around and anyone who is allergic to it does not do well around our place. We have a group coming tomorrow night for a barbeque — hope they bring their allergy medicine.

Jane & AOC Lou TAFOYA (4/17) – I apologize for not responding to messages and inquiries for the past few weeks. Everything has been very hectic for the Tafoya family since early March. Jane has had respiratory problems for almost a year, and finally had to be hospitalized. She came home Friday, April 14th, so now I'll be playing catch-up. I must have over 900 e-mail messages backlogged. Jane still has a long way to go. I'll put out another status report later. Hasta La Vista Amigo Marineros.

Lois & ATC Jerry THORNBURG (5/8) – We left our Ewa Beach home on Oahu the afternoon of May 1st and arrived, appropriately "red-eyed", in San Antonio, Texas, on the morning of the 2nd. On the 3rd we took our RV papers downtown to have the coach legally registered to run the roads again. All went well, and after some rain and thunder we hit the trail on Saturday, the 5th. The storm was quickly left behind us. We made Pensacola our first stop this year in order to attend Jerry's cousin's daughter's wedding. So began our sojourn to the contiguous 48 mainland states.

Update (6/19). Jerry and Lois stopped here at 'Grove's Grove' for a visit. They parked their Winnebago in the back and spent the night. They pulled out next morning aiming their rig for Deception Pass State Park for some fishing and camping. After that they planned to mosey up north across the border on into the Canadian Rockies. I asked Jerry for a comment or two for this newsletter and his reply was, "life is great".

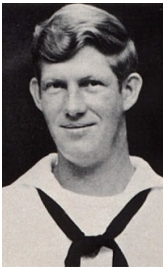
Florence & AWC Jerry VONRONNE (7/9) — We are finally settled-in (sort of) at Fallon, Nevada. We're renting a place for a year so as to get a good perspective on just where we really want to buy in the area. The house is a little smaller than our Maryland place, and we had to put lots of "stuff" into storage. Our new mailing address is: 340 Lewis Lane, Fallon, NV 89406. Phone 775/423-2349. Our E-mail address is the same as it was.

Ann & ADR2 Rick WATSON 6/16 — Rick is in the hospital for a lung operation. They had to remove half of his left lung. The cancer was small and non-aggressive. It hadn't spread to

his lymph nodes.

Update 6/29 — Rick is back home, and doing great. They removed his staples yesterday. Things are looking up. We're planning to fly up to Maine for a week in August — Brunswick — my home turf. We'll load up on lobsters, clams, and Italian sandwiches. Perhaps gain a few pounds, but its worth it.

Ayako & AMSC "D. R." WHITE (4/30) — You asked when I planned to retire-retire. I don't think the word is in my vocabulary. I know I should slow down but there is just too much left to accomplish in too short a time. I am in the throes of contracting to renovate all of the elevators in five buildings, three high-rises and two others. Nine elevator cars in all. That won't be completed until April of next year. Also, in a couple of months, we'll be starting the bidding process for ripping three floors out of a high rise and creating a 36-room Alternate Living Facility. Something that is sorely needed by our residents. That project should go until early 2003 — sometime in the second quarter of the fiscal year. I am still putting in 12 hour days and do not know what I would do if I did retire.



Rick 1971 Ayako is retired. I really enjoy your e-mail and the good info you send.

Tina & AMSC "Willie" WILLIAMS (6/8) — Willie called today and said that things were going well for Tina and himself in Pensacola. He had just taken Tina to the hospital for one of her tri-weekly dialysis treatments. The dialysis takes a couple of hours so he was home for a bite of lunch before returning to pick her up. Willie said Tina has been doing real well of late. She has even been able to get out in the yard a bit — directing Willie where to pull weeds. (*I told him it was good exercise for him*). He said he had talked to the folks at the Naval Aviation Museum and they said they would be glad to have a VP-1 plaque with the emblem from our era. Willie plans to deliver the plaque there personally as soon as he's got it completed.. He's having some computer problems and has had to gone off-line till his machine is repaired.

DUCK!

Lcdr Mardy Lewis

Back in 1964 I received orders moving me from VP-2 to the staff at NAS Whidbey as the AS-CAT Officer. Both Russ Horn and Mike Glenn worked with me during this tour of duty. My boss, one of many, was a recent VP-1 skipper, Cdr xxxxx, a superb gentleman. That's the setup.

At that time the Totem Pole competition was a big thing for the VP squadrons at Whidbey. As I recall, the squadrons competed against each other in a mine drop, rocket run, hack-point

coming in off shore, and some other things. An annual event in any case. I was assigned to fly as an observer on one of the graded competitions. It happened to be with a C. O. of one of the squadrons. No names, to protect the guilty (or the innocent)!

It seems that everything that could go wrong that day for that crew went wrong. The C. O. was very upset, to say the least. The last event for the day was to be a rocket run. As "observer" I went down into the plexiglass bow so I could see and evaluate the rocket hits. I took the ordnanceman's place (P2V-7), and stretched out so I could view the hits. As we made the run, the first one was "long". The C. O. pushed the nose over to make sure the next rocket would hit the target. As I looked down I suddenly saw some debris coming at me. I quickly turned to get out of the way — and that's all I remember

I was told later that a piece of wood came through the plexiglass nose, and as I turned to get out of the way it rode up my parachute harness and then hit me on top of the head! Yes, I know — no helmet. The bow turret was wiped out. The radar was gone and we had tree debris in the engine cowling. The rake station man, Lcdr Charlie Aus, called in because he thought we had flown into the ground. We had definitely pulled out a little too low!

The following day, and 27 stitches later, I was again out donating on the golf course — no strokes.

I recently viewed the ex-VP-44 folks' web site. They've done a very nice job. It contains their roster, squadron history, reunion info, photos, and more. To access this web site yourself, go to "[www\(dot\)vp44goldenpelicans\(dot\)com](http://www(dot)vp44goldenpelicans(dot)com)".

It'd sure be nice if VP-1 POPs had something like it. We might even be able to post our newsletter at our web site. I've been asked by a couple of members why we haven't yet done that with our newsletters. It would save us on both printing and mailing costs. We'd then only have to snail-mail the newsletter to those that don't have internet access. This list gets smaller and smaller each month. The newsletters would then be there for all to peruse at any time. Folks who were contemplating joining our elite organization could look over our web site, which would include our newsletters.

But, alas, I currently don't have the expertise to set up and manage a web site. Nor do I have the time. My current duties as secretary, treasurer,



EDITOR'S CORNER



and newsletter editor/publisher take up a lot of that. As I've said before, though, we have a lot of retired folks in our organization — guys that don't have to muster-up every morning anymore. Perhaps there is someone out there in cyberspace who has the necessary knowledge and talent to set up and run a web site for VP-1 POPs. If so, please stand up and be counted.

We have a list of squadronmates that are qualified for membership in our VP-1 P-3 Orion Pioneers organization whom we have not yet located. All the folks that we have found, and still have valid addresses for, are on our roster. The list of those we haven't found is called the "Find Guys List". Isn't that thoughtful? There are well over 300 names on that Find Guys List. We have 381 names and addresses on our VP-1 POPs roster, of which 217 are currently paid-up members-in-good-standing. We have 46 names on our Deceased List. A very few currently on the Find Guys List have migrated back to there from the roster after once being located. Usually because they moved, didn't notify us, and had no forwarding address. Mail to them was returned to us by the postal service as unable to forward.

I can send, via e-mail attachment, our Find Guys List to anyone with e-mail capability that would like to look it over. YOU might be aware of where one of our missing links is now residing. Or, you may have a good idea as to the location of someone on the list, and be able to easily contact him. Once you come up with someone's address, be it snail-mail or e-mail, let me know and I can take it from there. I'll give them the history of our group, and all pertinent data. If you'd like a copy of our Find Guys List just let me know. I'm still at "GROOVY@WHIDBEY(dot)NET".

We could certainly use some searchers attempting to locate these "missing links". Wouldn't it be great if we could notify them all of our next reunion? If you'd like to do some looking via the internet, telephone, friends, or whatever channels you may have, let me know. I'll send you a copy of the list via e-mail attachment.

So far, most searching has been done on the internet using one of the "free" internet search engines. When one gets a "hit" on a name search they may get one, ten, or maybe a hundred returns. To then find the correct person from this listing returned by the search engine one needs to telephone them to verify if they are in fact the person that was in VP-1 between early 1969 and the end of 1974. VP-1 POPs will pay for these phone calls trying to locate folks. Keep calls brief, especially if it's not the person you're looking for. If one has a 7¢, 8¢, or 10¢ a minute calling plan, a call to a person who was

never involved with VP-1 costs only a few cents (plus a few mills of tax). *the prayers and concern.*

Sometimes a relative who knows the person being searched for will be contacted, and they'll lead you to the correct person. When you find one of "our" guys please get all their basic address data and feed it back to me — correct name, mailing address, residence address if different, home telephone number, e-mail address, dates in VP-1, and rank or rate in VP-1. Feed the info to me and I'll contact them about joining our great group.

DUES — After much discussion and gnashing of teeth your VP-1 POPs officers have decided we must raise our dues a small amount. Effective for the next biennium's dues cycle — dues for 2002 & 2003 — our dues will be \$15. Fifteen bucks for two years — a bargain! Only \$7.50 per year.

Our dues pay for the publishing and mailing of our newsletters; phone calls, letters, and post cards searching for ex-squadronmates; routine office supplies and administrative expenses; and so forth. Our dues are not used to support reunions. Gatherings, whether national or regional, are wholly funded by those attending the reunion. So, if for some reason you can't attend a reunion you can be sure that your dues money is not being used to further the enjoyment of those at the gathering.

Our dues pay for a two year cycle. Dues are collected at the beginning of every even numbered year. Dues for the 2002/2003 period will be due at the end of this year.

We'll print a full list of our VP-1 P-3 Orion Pioneers members in the next newsletter. It'll indicate all those whose dues are due for the upcoming biennium.

ROSTER — In the meantime, if you'd like an up-to-date VP-1 POPs Roster just let me know.

The roster lists the names and addresses of all squadronmates that we've located, and indicates which are members of our group. The roster gets outdated rather quickly as people move, change phone numbers, and/or internet service providers, etc. So your roster needs to be updated periodically. If you're on-line I can send you a copy of the roster as an e-mail attachment free-of-charge. If you'd like a copy mailed to you the charge for this service is \$1. That dollar covers our reproducing and mailing expense.

LATE NOTE — Received an e-mail on 7/12 from Gene Poole with the following: *Carol has had her operation and the operation went without complications. I brought her home yesterday afternoon, but the recovery is tough. Things change fast, though, and I think she'll start doing better now that she's home. Thanks for*

OFFICERS/ELECTIONS/MEETING

The officers serving you now, president Don Hanson, vice president Rich Hunt, and secretary/treasurer Don Grove, (yours truly), were elected at our brunch meeting on the final day of our Y2K Pensacola reunion. Another election for association officers will be held in conjunction with our 2003 reunion at Memphis. Be thinking about who you would like to see at the helm. Be ready to nominate candidates — and vote for your choices. Those with the time and inclination to serve our membership, please stand up and be counted.

At the Memphis gathering we'll also be selecting ~~the time and place for our next reunion.~~ Those who would like to host a follow-on reunion be prepared to make your pitch.

And those who have stated that they would like to see reunions more often — be ready to make a motion and bring your idea up for a vote.

All members-in-good-standing (paid-up members) and their spouses are eligible to vote at a general meeting

We'll also be voting to ratify the association by-laws that were approved by our officers last winter. These by-laws will be conspicuously posted at the reunion "duty office" for all to peruse.

We'll need to elect a NEW secretary and treasurer at the 2003 general meeting. I'll be resigning from this post that I've been serving in since 1997. By the time the '03 reunion rolls around I'll have been serving as secretary/treasurer for over six years. It's someone else's turn! I'm burning out. We have many retired guys in our organization that are qualified to handle the position. Ask not what the association can do for you — but what can you do for the association.

NEWSLETTER ARTICLES — As newsletter editor I'm still soliciting stories, yarns, anecdotes, etc., for inclusion in the newsletter. Without input from our members we wouldn't have much of a newsletter. There are literally thousands of tales, anecdotal happenings, and so forth, out there in squadronmate land. Think of some of the things that occurred to you, your buddies, your boss, whatever — and jot them down. We also like to get periodic short updates from folks as to how things are going with them. Our members are interested in what is going on with others in the group. Folks that they don't get a chance to see or talk with very often. Besides tales of heroics, daring-do, and "gotcha", send me some short blurbs I can print in the Squadronmates News column.

Don't worry about form or spelling or grammar.

Just get the gist of the article to me and I'll take it from there. If I screw it up you can hammer me at the Memphis shindig.

If you have e-mail capability, send your news to me as an e-mail attachment. Otherwise, snail-mail it to me at VP-1 POPs, C/o Don Grove, 2024 Briarwood Dr., Oak Harbor, WA 98277-8546.

Here are some articles to look for in future issues of our newsletter:

P-3 Stress Tests — Jimmy Lee
The Real Deal — Charlie Budenz
P-3 Striped Engine — Steve Palmer
Marine Hospital Ward — "Willie" Williams
Heroic Flying — Russ Fredrick
Det Lost — "Swede" Erickson
My Tour in VP-1 — Jimmy Lee
Lightening Strike — Don Grove
Kodiak Det — Bob Giddings
Military Spouses — Carol & Jack Adams
The Silver Boot — Don Grove

I regret, and apologize, that there isn't enough room to run all these great stories in this issue. Many thanks to the above authors for their efforts. I'll get these tales into a future issue of our great missive.

I'd like to convey a big "THANK YOU" from our membership to (ADJC) Jimmy Lee for all the info he has provided us concerning Orions — from historical stuff, to what's currently happening in the P-3 world.

Jim is presently an engineer with Lockheed-Martin at Marietta, GA. Although not assigned to P-3 projects anymore, he keeps us current with the latest and straightest about the Orions. Jimmy currently is involved with the C-27J Spartan.

(Jim recently sent me some top-notch photos, via e-mail attachment, of the Russian AN-124 landing at Atlanta, GA, with the fuselage of the VQ-1 EP-3 from Hainan Island).

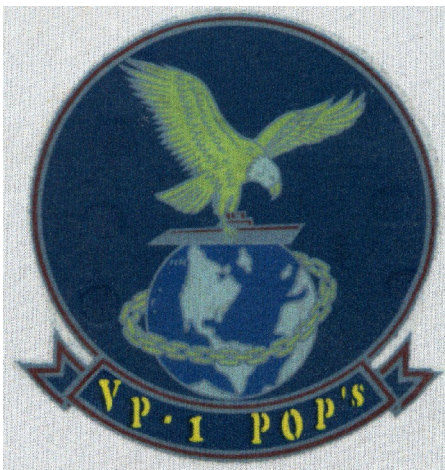
JMSDF AT WHIDBEY

Over 100 Japanese Maritime Self Defense Force (JMSDF) personnel were recently at NAS Whidbey Island for 10 days of operational and mission training. Since 1966, JMSDF squadrons have trained with Whidbey Island and Hawaii patrol squadrons. This is the 36th Japanese patrol squadron detachment to the United States and consisted of five P-3C aircraft from two JMSDF squadrons, VP-1 and VP-7. Capt. Sei-ichi Sekiguchi was the detachment commanding officer and Cdr. Shogo Hara served as the detachment executive officer. MCPO Yasuyoshi Tohbou assisted as the detachment Master Chief Petty Officer. JMSDF Det-36 trained with VP-40 from June 19 to 29.



Jack Bachhofer sent in the above photo of P-3B 154599 via e-mail attachment. This picture was taken after my time in VP-1 as it has the "screaming eagle" on the vertical stabilizer. In this photo 154599 is YB-1. I remember, as will many of you, 154599 as YB-5. I asked Jack, who was in VP-1 almost forever (1968 to 1978) if he knew why or when 154599 wound up as YB-1. Here is the reply I received from Jack. "One of our original issue P-3B's in 1969, 154599 was YB-5 up to maybe '75 or '76. That's when our '154' P-3B's started going to SDLM (Scheduled Depot Level Maintenance), the same as the old PAR. We sent our newer planes and only got some of them back due to them being shuffled around after rework to meet the needs of the Navy at the time. Some of the birds that we received were older bureau numbers that had previously been in the custody of other squadrons. VP-1 wound up with some old light weight Bravos, and some real early or converted light weights that had the heavy weight landing gear installed at the depot. It sure was sad after spending all of the effort we did on keeping up the interior of our birds and then getting back something that looked like it had hauled trash. The exteriors all looked good from a distance, but on the inside the planes were an embarrassment to VP-1's ability to properly maintain aircraft". P-3B 154599 remained in VP-1's custody until August of 1984 when it was transferred to VP-6. It later, in July 1991, went to VP-66, a reserve squadron. This venerable old flying machine has been resting in retirement at Davis-Monthan Air Force Base since September 1994. She served the Navy proudly, flying the skies of the world for 26 years.

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