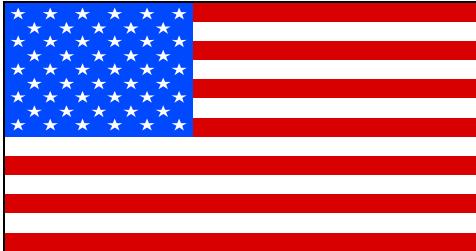


VP-1 POP's



Y2K REUNION

I think the first thing that most everyone wants to know is - where and when our next reunion will be held. The word has been spreading lately via e-mail messages, but for those who haven't heard yet - the BIG gathering will be held at Pensacola, Florida, over the weekend of May 5th, 6th, and 7th of year 2000.

Our "Pensacola Crew" is already working to ensure that all arriving for the get-together will have a memorable occasion. Our team down in the Florida Panhandle currently consists of **E. L. "Willie" Williams** (AMSC, USN, Ret.), **Mardy Lewis** (Capt, USN, Ret.), **Gus Goldenpenny** (CSC, USN, Ret.), and **Tom Nunno** (Cdr, USN, Ret.). We should be in good hands!

Gene Poole, the old Master Tweet, is our publicity man. He's busy sending out notices to all the military and veterans type magazines and newspapers. If you know of a special magazine or newspaper that should be on his list please let him, or me, know.

It was tough on your reps up here making the final decision on where to hold the Y2K reunion. After counting all the ballots that were sent in by members, voting on the choices offered in the January newsletter, it was found that there was a dead heat between having the get-together in Pensacola, or holding it again in the great Pacific Northwest. I might add, vote returns were very low. I was disappointed. Apparently most don't care where we hold the shindig. I don't want to believe that our membership is too apathetic to bother to send in their preference. We're all in this together, guys. The reunion is for all of us to have a good time and enjoy, not just the few who make the decisions.

Your "Core Group" up here in the Pacific Northwest held a meeting, at Stu Stebbings home in Bellingham, & resolved the issue. Folks attending that meeting were **myself & my wife Ellen, Gayle & Stu Stebbings, Ruth & Rich Hunt, Sue & Don Swendsen, Mike Glenn, Fay & Don Hanson, Carol & Gene Poole, Robroy Graham, Pat & Jim Harvey**, and last, but cer-

PatRon One P-3 Orion Pioneers

NEWSLETTER #3

MAY 1999

tainly not least, **Irene & Jeff Barclay**. After a lengthy discussion we voted our druthers between Pensacola & the PNW. Pensacola was the choice. I think many felt that this time, in fairness to all our old squadron-mates, the reunion should be held in the eastern half of the U S of A to make it easier for folks living on that side of our great nation to attend. Many people made a long trek to the Pacific Northwest for the last get-together. Hopefully, at the Pensacola gathering, we'll get to see many faces of those who couldn't make it to the last reunion due to distance and/or the rather short notice.

... editor

FROM PENSACOLA

*contributed by **E. L. "Willie" Williams**
(AMSC, USN, Ret.)*

Aloha Squadron Mates . . .

First, let me say "thanks" for choosing Pensacola, land of sunshine & silver sand, as our next reunion site. We down here in the Florida Panhandle will try our darndest to make this a pleasurable and memorable event for everyone attending.

Those of you that have been at Pensacola for duty in the by-gone days will find that it has changed like the difference between night and day. I've been here for 27 years now and it is nothing like when I first came here. I arrived here for shore duty after departing VP-1 in 1972, and retired when my shore tour was over. Tina & I have been here ever since. I have my own heating & air conditioning business which I have operated for quite a number of years.

You will find that there is much to see and do here, as Pensacola has become quite a tourist town. The best part is that many things are still free - things such as the Naval Aviation Museum, the beaches, and the old downtown area. Other attractions are relatively inexpensive as compared to many big city tourist traps.

As far as the main Naval Air Station, one of

the first things you will notice is that the bridge to the main gate has been replaced by a new six lane span. The older section of the air station, where Chevalier Field was, is now home to NATTC, the aviation technical schools that moved to here from Memphis. Very impressive architecture on some of the buildings. For you "O's", the Mustin Beach Officers' Club is still alive and well, and relatively unchanged.

There are three golf courses on the air station. **Mardy Lewis** and **Tom Nunno**, both avid duffers, have promised to try to get you golfers lined up with tee times, foursomes, etc., should you desire to play a round or two. For RVers, there's a very nice campground on the base, with electricity and water hookups, for \$9.00 a night. It's within walking distance of the Naval Aviation Museum.

For those that haven't seen the Naval Air Museum here, I guarantee that it will really impress you. The IMAX movies shown there are really amazing.

We want you to enjoy yourselves at your leisure - doing what you want to do. So, the only firm events that have been scheduled are a Friday night dinner/dance (informal attire), a Saturday afternoon cook-out/social mixer (very informal attire) at the air station picnic grounds by the beach, and a Sunday brunch (informal attire) at the "Lighthouse" CPO Club on the beach overlooking Pensacola Bay. We'll try to round-up a guest speaker for the Sunday brunch. If worse comes to worse you may have to listen to me. Oh, well. I've got a lot of sea stories.

The rest of your time while here is yours to do as you please. At the 'duty office' (hospitility room) at 'our' motel there will be an ample supply of brochures, maps, pamphlets, etc., concerning things to do & sights to see. Decide for yourself and/or your group what you want to do.

The motel for our reunion, the Comfort Inn, is conveniently located. It's within easy driving distance of the Navy Exchange Mall, commissary, and package store - all which are about a mile from the motel. NAS Pensacola's main gate is three miles straight down the street from the motel, and downtown Pensacola is less than a ten minute drive. We planned this location with convenience a top priority. It's only about a

quarter mile from the motel to where the Friday night dinner/dance will be held, there is a lounge just a few steps from the motel, & many commercial eating establishments are within easy walking distance.

Bring your swimsuits - we have some great beaches - and the motel has a pool.

More specific info on the reunion (prices, times, motel toll-free phone number, golfing dope, etc.) will be forthcoming in a fall newsletter. If you have any questions or suggestions concerning our upcoming reunion you can e-mail me at "willie4902@aol.com", phone me at 850/455-6703, or let 'Groovy' Grove know. I'll be staying in constant contact with him throughout the year.



Aloha.....Willie

Random Thoughts From a Proud VP-1 "Tweet"

submitted by **Jim Milligan**, AT3, Crews 11 & 2, June 1969 through October 1972

I'm honored to have been asked to add a little something to this edition of the VP-1 POPs Newsletter.

I checked into VP-1 as a "boot" airman fresh out of AT "A" school sometime in May or June of 1969. I was just a tad nervous. In my young hands I was carrying orders that said I should be reporting to VFP-63, which was homeported at NAS Miramar at the time (word had it that they spent way too much time on boats). But, here I was, a long way from San Diego, up at Whidbey Island knocking on VP-1's door. I was hoping that my brother, **Joe Milligan**, (PN2, VP-1 '66 -'70), had followed through on his promise to work things out with BuPers and get me the "brother duty" I'd requested coming out of school at Memphis. He and PNC **E. J. "Mike" Weichert** had gotten things squared away and, as they say, the rest is history. Joe, by the way, is alive and well and living in New Jersey.

Although much of my 3+ year tour with "The Fleet's Finest" was a blur, there are many shipmates, times and places that are indelibly etched in what was once a fine-tuned memory. I initially worked I-Level Maintenance (AIMD) during our final months at NAS Whidbey and also during our Iwakuni deployment. I got

some good training, fixed a lot of iron gear, and worked with some fine folks. But, being TAD to another activity was always a pain in the butt. One never really felt a part of the squadron.

It was after the Iwakuni deployment that I asked, nay begged, ATC **"Swede" Erickson** to let me "come back" to the squadron. Best move I ever made. Besides fixing airplanes and working out of the 'AT' shop with some of the finest people I've ever met, I started flying as Crew 11's radio-man. And, of course, we had the best damned crew in the squadron. Which was the only crew to have a "ChiCom" infiltrator authorized to be stenciled on the nose gear door of their aircraft? Crew-11! YB-11! 154585, baby! We were proud!! I ended my tour in VP-1 flying with crew 2, which was always considered prestigious duty, and rightfully so.

I left VP-1, and the Navy, after four years active duty, in October 1972. But, in actuality, I never really got out at all. I've worked for the Navy since March 1973, beginning at the Naval Aviation Supply Office, Philadelphia, Pa., moving to the Naval Air Engineering Center, Lakehurst, N.J., in 1985 and then to the Naval Air Warfare Center, Pt. Mugu, Calif., from June 1988 to the present. I'm heavily involved with Navy systems acquisition and life cycle support planning for Electronic Warfare systems. I can tell you first hand that the lack of defense dollars and the rush to downsize are having a seriously negative effect on the ability to prepare our warfighters properly. Ahhh.... I'm preaching to the choir!

My wife, Amy, and I had a terrific time at the 1997 reunion. It was great to see so many familiar, albeit older, faces. We can't thank the folks up there in the great Nor'west enough for their hospitality. Really enjoyed it and are looking forward to the next one at Pensacola (Hey no one said it was a secret ballot).

(Jim sent this article in to me way before the decision was made for Pensacola. Psychic? Guess how he voted! Editor.)

I didn't want to get into mentioning too many names here 'cause there is no way that I could mention all who had been a part of one of the best times of my life. Just know that I think of y'all often and carry nothing but the fondest of memories with me.

VP-1 POPs MEMBERSHIP

Our membership is open to anyone who was attached to VP-1 during the period 1969 to 1974, inclusive. This also includes widows of our departed shipmates. If your old buddy isn't listed

on page 3 give him a holler and tell him to get his membership fee sent in to me at 2024 Briarwood Dr., Oak Harbor, WA 98277-8546. The original membership fee, the cost to join our elite group, is still \$10 - a bargain. Anyone who signs on after June 1, 1999, will be paid-up through the 2000/2001 biennium.

The dues for years 2000/2001 for those who are already members is \$10. \$10 for two years - how can you beat a deal like that! So, you good guys, you who are already members, (names listed on page 3) can go ahead and send your biannual dues in anytime now, and you'll be paid through the end of 2001. Send your dues payment to me at the above address, or to **Don Swendsen**, or to **Rich Hunt**. We'll make sure your payment gets logged-in and deposited into our bank account.

If your roster doesn't indicate that the guys listed on the next page are members of VP-1 POPs, then it is out-of-date. An up-to-date roster, with all the latest address, telephone numbers, and e-mail address changes, may be purchased for \$1. Send your buck to me, Don Grove, at my Oak Harbor address and I'll send you back a copy of our current master roster. We don't profit much on roster sales - a few cents over the cost of having them photo copied and mailed out.

MORE REUNION INFO

All funding for next year's reunion will come from money collected specifically for the reunion - not from our general fund. Those who can't make it to the reunion will not be subsidizing the enjoyment of those who do attend. In a newsletter this fall we will let everyone know the price of the reunion and its various events. Payment for the reunion will be required in advance during the upcoming fall or winter. Advance payment is required so that the reunion committee will know how many folks to plan for at the dinner/dance, the picnic, and the brunch. Golf fees will probably need to be collected so our on-the-spot guys in Pensacola can get everything set up ahead of time. All the specifics concerning the reunion will be in our next newsletter.

Although prices for the motel, dinner/dance, picnic, & brunch can't be locked-in this far ahead of time, it looks like double occupancy rooms at 'our' motel will be \$55 per night. Per the current plan there will be free time all day Friday, Saturday evening, and Sunday afternoon/evening. I'm sure most everyone will want to tour the Naval Air Museum. **Dan Truax** has informed me that one can easily

MEMBERSHIP UPDATE — There were 136 members when the January newsletter was published. Since then, I'm happy to report, our membership roll has increased. We now have 175 paid-up members of the VP-1 P-3 Orion Pioneers. The following are the current members as this newsletter goes to press: Jack **ADAMS**; Phil **AUBERTINE**; Jack **BACHHOFER**; Jeff **BARCLAY**; Marty **BECKER**; Gary **BENNER**; John **BERGER**; Gary **BLOCKER**; Ross **BONNY**; Gene **BRENNAN**; Tom **BROWNING**; G. Charles **BUDENZ**; Al **BURCHI**; Cotton **BURDEN**; John **BYCZEK**; Mike **CALLIHAN**; Bruce **CARPENTER**; Ed **CARR**; Steve **CARY**; Ernie **CHIUCCHI**; Ron **CLAGGETT**; Spence **CLOSSON**; Jackie **COBB**; Lex **COBB**; J. O. "Tex" **COLEMAN**; Jim "Spade" **COOLEY**; Mike **CREGER**; Doug **CROWE**; Bill **CROWLEY**; M. J. "Pete" **DREES**; Jim **DVORAK**; Jim **ELLIOTT**; Jon "Swede" **ERICKSON**; Paul **ES-CHENFELDER**; Bill **FIELDING**; Freddy **FINK**; Jack **FORTE**; Russ **FREDRICK**; Rob **FREEDMAN**; Paul **FREUDENTHAL**; H. Clifford **FREUND**; R. Don **FRNKA**; Stan **FROS BUTTER**; Bob **FULLER**; Ray **FUNK**; Charlie **GARDINER**; Greg **GARDNER**; John **GAUKEL**; Vance **GAY**; Mary "Pat" **GESLING**; Bob **GIDDINGS**; Todd **GILBERT**; Mark **GILSDORF**; Jon **GISLASON**; Mike **GLENN**; Gus **GOLDENPENNY**; Bob **GRAY**; Earl **GREENMAN**; Bob **GREGOR**; Jim **GROMELSKI**; Don **GROVE**; Ray **GROVE**; Dick **HAGLUND**; Jim **HAMILTON**; Don **HANSON**; Joe **HART**; Jim **HARVEY**; Phil **HAWKINS**; Chuck **HIGHTOWER**; Billy **HILL**; K. C. (Ken) **HILL**; John "Bill" **HOLMAN**; Mike **HOLPUCH**; Vince **HOOVER**; Al "Bert" **HOWARD**; Carson **HUNT**; Rich **HUNT**; George **HUNTER**; M.E. "Foots" **HUSTON**; Bill **JOHNSON**; E.B. "Ben" **JOHNSON**; Gary **JOHNSON**; Paul **JOHNS-TON**; John **JUNK**; C. K. **KAUABI**; Grant **KEELER**; Mike **KELLEIGH**; Roger **KERMES**; Dave **KIASKI**; Ron **KLIMECKI**; Bill **LANSING**; Dave **LARSON**; Jack **LAUTENSCHLAGER**; Jimmy **LEE**; Bob **LERSCH**; Mardy **LEWIS**; Jim **LUPER**; Paul **LUSK**; Brandon "Ray" **LYDEN**; Steve **MAIBAUER**; Larry **MANARO**; David **MARZOLA**; Jim **McALLISTER**; F. "Mac" **McCOMAS**; Bob **McCoy**; Van **McCULLOUGH**; Bill **McDONOUGH**; Donn **McKINNON**; Jim **McNINCH**; Mike **McQUAID**; Jim **MELTON**; Jim **MILLIGAN**; Tom **MITCHELL**; Bob **MOILANEN**; Ron **MONTGOMERY**; Paul "Shark" **MORASCH**; Doug **MURDOCK**; Burt "Doc" **MYERS**; Dave **NASS**; Bob **NEDRY**; Tom **NUNNO**; Peter **OLSSON**; Joe **OSANI**; Dan **OYLER**; Steve **PALMER**; Virgil **PAT-TIN**; Larry **PERDUE**; Vic **PESCE**; Gene **POOLE**; Pat **POTTER**; Marv **POWELL**; Jim **RADIGAN**; Frank **RAYNOR**; Harry **REC-TOR**; Rick **REIDHEAD**; Larry **RICKMAN**; Curt **ROBERTS**; Rich **RUNDLE**; Gary **RYAN**; Rick **SALAS**; John "Jake" **SCANLON**; Bob **SCHOONOVER**; Don **SEGUR**; Ken **SHERMAN**; Tom **SKOBLICKI**; Rod **SKOGE**; Ward **SMITH**; Gary **SPEES**; Dave **SRITE**; Stu **STEBBINGS**; Jeff **STINSON**; Tom **STRUTZ**; Kingsley **SUMNER**; Don **SWENDESEN**; Ron **SWITZER**; Lou **TAFOYA**; Mike "Grumpy" **TAYLOR**; Jerry **THORNBURG**; Dan **TRUAX**; Dan **TUBERVILLE**; Lon **UNGERMAN**; Ron **VANDERGRIFT**; Tom **VANDERHORST**; Jerry **VON RONNE**; Fred **WACHOWICZ**; Dan **WALDROP**; Don **WAUGH**; E. V. "Lance" **WEDELL**; Dave **WHITE**; Dennis "D.R." **WHITE**; E. L. "Willie" **WILLIAMS**; John "J.B." **WILLIAMS**; Ken **WILLIAMS**; Jim **WOOTEN**; and Mike **ZINS**.

I should also add that **Rick Watson** (flight engineer) is an "almost member" His wife, Ann, has said his check (membership fee) is on its way.

spend a full day at this fabulous place. So, plan enough time for your visit to the museum. If you want to do some other things, tour the local area, visit friends, play a couple rounds of golf, etc., give yourself plenty of time. Don't wait to hit town until Friday - plan to come on down on Wednesday or Thursday. Our 'duty office' at the motel will be open and stocked with oodles of information. And, there should be a number of old squadronmates milling about swapping stories.

Editor

PHOTO ALBUM

We need to pass on a 'thank you', and give a hand salute to **Ruth Hunt**, (Rich's devoted spouse), who has put together a photo album of pictures from our last reunion. She has completed an album from the set of pictures that **Lou Tafoya** took, and is now working on another set of pictures donated by **Bob Giddings**. **HAND SALUTE!!** We are all trying to give her assistance identifying all the folks in the photos. These pix will be available for perusal at our next reunion. The albums will be available for perusal at the 'duty office', and also at the Saturday picnic.

Editor

FROM IOWA

*Submitted by **Bob Giddings** (AMH1 flight engineer in VP-1 - AMHC, USN, Ret.)*

Since our reunion in the summer of '97 I have conversed over the phone with several of you, and also with many of our squadronmates who had not yet joined-up with our VP-1 P-3 Orion Pioneers organization. To say that our '97 reunion was a resounding success is an understatement. "Well done!", doesn't convey enough. What a terrific job the committee did setting up that get-together.

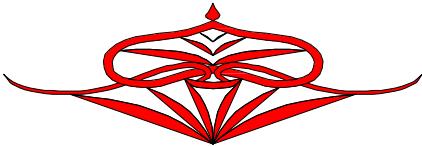
My tour in VP-1 was the most inspiring and enjoyable that I had throughout my 22 years of Naval service. VP-50 would have to be my choice as my second best tour of duty - flying in the old P5M-2 seaplanes. Water take-offs and water landings - a thrill-a-minute, let me tell you! It was after this pleasant duty with the "Marlins" at Sangleys Point that I transitioned into P-3A Orion aircraft and became a flight engineer.

I reported to VP-1 in June of 1969, part way through the squadron's transition to P-3s. We were receiving almost brand-new P-3Bs at the time. What a fine airplane and what an enthusiastic group of officers and men I met there! It would take reams of paper to write-up all the interesting stories, significant events, and amusing anecdotes that I remember from that tour with "The Fleet's Finest". I am sincerely proud that our flight crew, crew-5AA, was one of the best among a group of top-notch flight crews.

I really enjoyed training with the officers and men of PatRon One. Many of you crewmen can probably still remember some of the tricks I played on you during pre-flight, and some even while airborne. All in the name of 'training', of course. I can't say enough about our wrench turners, either. Their fine and dedicated job performance - the harmony we had - without that things would have been a lot different. The whole crew was great. Even our topside paper shufflers were outstanding. They kept everything up to speed and looked out for our needs and welfare. I'm very proud to have served in VP-1 back in those "good 'ole days".

I departed VP-1 on July 5, 1972, exactly 25 years prior to the date of our first reunion. I went to NATTC Memphis, then on to recruiting duty at Dubuque, Iowa (approximately 40 miles from my home town). I returned to sea duty in April of 1974 with VA-52 (A-6Es) at NAS Whidbey. These funny little aircraft had a skinny, candy-striped pole under the aft fuselage, with a hook-like thing affixed to the end. I soon found out what this "pole" was for. I served a little over two years in VA-52, then retired from Naval service on 28 July 1976.

We had purchased a home in Oak Harbor that was just off of Ault Field Road. It was on the hill across from the NAS Whidbey Island Chief's Club, and we could look down into Clover Valley and see the whole Ault Field Air



Station.

After leaving active duty I attended college for 1½ years, and then, due to circumstances beyond my control, went to work as a firefighter at NAS Whidbey. Later, due to federal cutbacks, I was forced to look for employment elsewhere.

I was hired by Boeing, and worked at Flight Line Quality Control. I toiled there until my back finally gave out on me. After several operations on my back I was classified as 100% disabled and was medically retired!!

We moved back to my old home town - Samburg, Iowa - the "Island City". We reside right alongside the mighty Mississippi River. "Old Man River" is about 80 feet from the front of our home. I can wave to the folks on the tugboats and barges plying their way up and down the river. Our place is a bird haven with lots of trees, many of them beautiful Colorado Blue Spruces. I enjoy building bird feeders and bird houses, gardening, and working with the flowers. It keeps me busy and out of trouble.

I'm active with our local VFW and American Legion Posts, and have served as a post officer in many different positions, including Commander of the VFW Post. Most all of my medical needs are seen to by the VA hospital which is not far away.

We're looking forward to the year 2000 reunion - wherever it is held!! I hope to see many of the faces at this next get-together that were missing from the '97 reunion.

I again wish to extend a special "THANK YOU" to the members of the committee who put us all in contact again, and especially to our newsletter editor, Don Grove.

SAD NEWS

Milt was our Tron Shop Chief during that first WestPac trip with P-3's to Iwakuni. He retired from the Navy shortly after that deployment. **Gene Poole** & Milt were good friends, even after both had retired from the Navy. But, as often happens, eventually they lost contact. When we formed VP-1 POPs, Gene searched all around for Milt with no luck. His last known residence was over in Skagit County, not far from Oak Harbor. Last December Milt's son called Gene with the sad news. It turns out that Milt had been about 60 miles further south, on the outskirts of Seattle.

He was getting old and paunchy and his hair was falling fast on his stool at the Chiefs Club

he told stories of the past.

Of a war that he had fought in and the deeds that he had done
His exploits with his buddies
they were heroes, every one.

Though sometimes to his neighbors
his tales became a joke
his buddies raptly listened
for they knew of what he spoke.

But we'll hear his tales no longer

It's with sorrow that I must report the passing of one of our squadronmates. ATC **Milton Rogge** passed away December 21, 1998, at Kent, Washington, due to a heart attack.

HAND SALUTE!!

for ol' Milt has passed away
and the world's a little poorer
for a sailor died today.
He won't be mourned by many
just his children and his wife
for he lived a pretty ordinary
quiet sort of life.

He did his job, raised a family
quietly going on his way
the world won't note his passing
though a sailor died today.

When politicians leave this earth



their bodies lie in state
while thousands note their passing
and proclaim that they were great.

The papers tell their stories
from the time that they were young
but the passing of a sailor
goes unnoticed and unsung.

Is the greatest contribution
to the welfare of our land
some guy who breaks his promise
and cons his fellow man?

Or the ordinary fellow
who in times of war and strife
goes off to serve his country
and offers up his life?

The politician's stipend

and the style in which he lives
are often disproportionate
to the service that he gives.

While the ordinary sailor
who offered up his all
is paid off with a medal
and a pension fairly small.

It's so easy to forget them
for it was long ago
that our Bobs and Jims and Milts
went into battle, but we know.

It was not the politicians
with their compromise and ploys
who won for us the freedom
that our country now enjoys

Should you find yourself in danger
with your enemies at hand
would you really want some cop-out
with his ever waffling stand?

Or would you want a sailor
who has sworn to defend
his home, his kin, and country
and will fight until the end?

He was just a common sailor
and his ranks are growing thin
but his presence should remind us
we may need his kind again.

For when nations are in conflict
then we find the military's part
is to clean up all the troubles
that the politicians start.

If we cannot do him honor
while he's here to hear the praise
then at least let's pay him homage
at the ending of his days.

Perhaps a simple headline
in the paper might just say
Our country is in mourning
For a sailor died today.

*The author of the preceding poem is unknown. It was sent to me by **Gus Goldenberg**. I took the liberty of changing a few words as a tribute to our departed squadronmate, Milt Rogge - editor.*

NAVAIRRES

*The following was received from **Paul Lusk**, ATCS, USNR, Ret., (AT3 in VP-1) concerning my query about the disestablishment of VP-91 in January 1999 at what used to be NAS Moffett Field. (What used to be NAS Moffett is now the Ames Space Research Center & NASA).*

The Naval Air Reserve still has a presence on the West coast, at least until the next round of cuts. There is a tail-hook outfit at NAS Lemoore that some of our VP-91 folks went to. VP-65 is still operating out of Point Mugu, and there is a helo out-fit down at North Island. VR-55, a C-130 squadron, will be relocating from Moffett to Point Mugu sometime this summer. Moffett will still have a NAR and a couple of VTU's, but nothing in the way of naval aircraft. NASA will continue to operate the base, but I believe the Air Force search and rescue guys are going to pack up as well. Hopefully, the exchange and commissary will remain open for business. (VP-69 [P-3s], and VR-61 [C-9s] are two reserve squad-



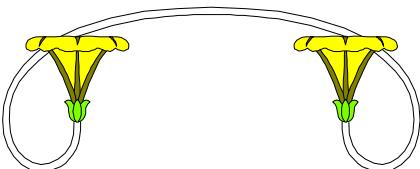
rons at NAS Whidbey Island - editor)

DidJaNo - VP-1's crew 10 was the first military unit to participate in a joint exercise with the People's Republic of China out of Hong Kong, which reverted to mainland China on July 1, 1997. In December of '97 crew 10 operated with the Government Flying Service of the People's Republic of China in a SAR-EX designed to increase flexibility, communication, and coordination in order to provide more effective humanitarian aid to persons in distress at sea. While at Hong Kong the crew hosted approximately 200 reporters and visitors who toured their aircraft on static display and were briefed by crewmen on the P-3s capabilities.

(How times have changed - editor)

A VISIT TO THE DOC

This past spring our shipmate **Mardy Lewis** had an episode with the medical folks. From reports received here, it was a mild stroke (emphasis on "mild"). The latest info received from the Florida Panhandle is that Mardy has recovered and is doing well. He has been seen back out on the links whacking the devil out of a little white pellet, and visiting some of usual haunts. Keep chuggin' Mardy! Keep that handicap down.



COFFEE ON THE WING BEAM *Memories of the P2V Neptune*

Those of you that received a brochure in the mail from **Brian McGuiness**, Capt, USNR, Ret., touting his book with the above title - you can blame me. I doo'd it! I read Brian's book and thought it was a good read. It brought back lots of memories, particularly of SERE school in Warner Springs, Calif. I thought that some of you VP-1 Orion Pioneers who were also old P2V salts would enjoy it also. Captain McGuiness resides up here in the PNW, just outside of Mount Vernon, Wash. He was in VP-17 at about the same time-frame I was in VP-2 — both home-ported at NAS Whidbey - with both squadrons deploying to the same WestPac sites. I believe **Rich Hunt** was also in VP-17 during the same time-frame. For those that didn't receive a brochure, the tale is set in the early days of the Vietnam conflict and takes readers on a journey following a skinny newspaper-boy from the city to the cockpit of a venerable P2V aircraft flying Market Time missions, patrolling Yankee Station, and tweaking the Russian fishing fleet. The book is a paperback with 210 pages containing maps, illustrations, and 16 pages of photographs. Cost is \$11.95 plus a \$2 shipping and handling charge. Washington state residents must add another \$1 for the governor's coffers. If you would like to order a copy contact Brian McGuiness at Knights of the Red Branch Press, P O Box 296, Clearlake, WA 98235-0296. His phone number is: 360/856-4010. Our own **Phil Aubertine, Greg Gardner**, and **Bob Lundstrum** were with Brian in VP-69, a reserve P-3 squadron that Brian eventually commanded.

police will scold me). Anyway, to give you an idea of what it is like, the airline pilot across the street paid four people to decorate his house with lights and garland for Christmas. I told Salli I was going to put up a BAH HUM-BUG! sign. We really enjoyed the reunion and wish that we could have spent more time with everyone.

From **Rick Reidhead**:

Don - thank you for the card reminding me of the VP-1 POPs organization. It doesn't surprise me that you are actively involved. Its been a long time and I look forward to talking with you in 2000.



From **Lon Ungerman**: I loved **Mike Glenn's** story (*in a previous newsletter*) about the trip to the Cocos Islands. I remember! I was there! I retired from the Navy in June 1992 as an AWCS. I'm currently with Mesa State College as Coordinator of Corporate Education.

From **Ed "Lance" Wedell**: Thanks for the follow-up to join VP-1 POPs. I had lost the original information when we moved from Texas. Laura and I now live in Madison, Alabama, and operate our own business as distributors for a Japanese Health and Fitness Company - **NIKKEN**. Enclosed is my \$10 - and I still stop to watch a P-3 in the sky.

From **Pat Potter**: I was an AMS2 in the squadron and worked in Airframes and Corrosion Control. I spent 22 years on active duty and retired in October 1989 with the privilege of being an AMSC. I am presently working for the U.S. Postal Service as a mail sorter.

From **Virgil Pattin**: Yes, you have found the right 'Virgil Pattin', a grizzled old Chief "AW". I live in Tucson, AZ, and finally the weather suits my clothes. I served an apprenticeship as a maintenance electrician at John Deere in Waterloo, Iowa, of all places, and almost froze to death. Worked for Sperry in Florida - enjoyed the fishing there. Then off to the noise lab at Boeing. Mostly shipyard maintenance and construction after that. Got a chance to move to Yuma and work for Weyerhaeuser so I went. Became disabled 10 months after that. Have been 100% VA disabled for about three years and on oxygen 24 hours per day for a couple years. Emphysema & asthma have taken their toll. I'm doing some teaching of amateur radio to blind vets at the Blind Rehab Center here. Both our kids are in Washington state, and we visited there in July of 1997. I didn't know of the reunion there then or I would have shown-up. (Radio call sign "K7VP").

From **Dan Oyler**: I did two separate tours in

VP-1, from 8/69 to 8/70 and again from 12/74 to 12/77. Made the first P-3 deployment to Iwakuni — flying with crew 7. I retired as an AECS in July 1987. I'm now working at St. Francis Hospital in Mountain View, Missouri, as an electrician in the Environmental Services Department. I've really had a ball since we got this computer a few months ago. Since discovering all the P-3 stuff on the internet I've been coaxing my wife, Marge, away from the machine so I can play more with the new toy.

From **Tom Nunno**: Sorry I didn't get around to sending in my membership fee earlier, but late is better than never. Missed the last reunion, but hopefully I'll make the next one (my vote is for Pensacola). I've told **Mardy Lewis** that I'd help if the reunion is here. Best of luck - really enjoy reading the newsletters.

From **Bob McCoy**: I was the ordnanceman in, I believe, crew-10. I flew with **Lcdr "Foots" Huston**, and **Tom Browning** was the flight engineer. I retired from the Navy at VP-31 in January of 1977. I then went to work for Grumman on the Iranian F-14 program as a Weapons Engineer. When that folded I went to work at the Naval Plant Rep Office at Burbank, Calif., as their logistics manager. When the NavPro was disestablished I was assigned to Lockheed Georgia where I was the Naval Onsite Logistics Rep for NavAirSysCom, working on the P-3/S-3 and C-130 programs. I retired from Civil Service in 1994. Currently we're building our retirement home in Idaho. The wife hasn't retired yet, so I'll be in Idaho part of the time, and down in California some of the time. We're building in Sagle, Idaho, which is just a wide spot in the road about 13 miles south of Sandpoint. We have river front property on the Ponderay River and we can boat into the big lake. I love the area, even the snow!

From **Bill Crowley**: Actually this is from Bill's wife, **Joy**: Bill's 2nd career is working out really well in that it rarely interferes with his golf game, and he never has to deploy. His handicap has slowly but steadily dropped while working for the city, so perhaps his 3rd career will be on the seniors tour! Two retirement checks AND unlimited golf - now that would be heaven on earth. (Bill, who retired from the Navy in June of 1986, is a real estate appraiser for the city of Virginia Beach).

From **Ron Klimecki**: Don - its been a long time - you must be older than dirt. Thanks for the post card - looking forward to seeing all you "old" salts again. Enclosed is my

check, sign me up as a member of the Pioneers. I'll be on line in another month or so. (Ron - if you're on-line now, send us your e-mail address).

From **Vance Gay**: The greatest thing that has ever happened to me was being an aircrewman on a P-3 in VP-1.

From: **"Charlie" Budenz**: Retired from the Navy as a Cdr in July of 1994. I was married to Brenda while in VP-1, but later married **Sherie Sears**, the widow of **Bill Sears**. Bill was a former VP-1 aviator who was killed while flying a fire-bomber for the California Division of Forestry near Sacramento. He was flying an S2G operated by SIS-Q Flying Service of Santa Rosa, CA. I'm currently working with the Mission to Bosnia and Herzegovina for the Organization for Security and Co-operation in Europe.

From **Jack Bachhofer**: My old Power Plants buddy, **Jack Forte**, called me and gave me a hard time because my name was not in large bold print on the roster (*indicating membership in VP-1 POPs*). Here is my \$10 - hope this gets him off my case. I should have done this a couple years ago. I apologize. I retired from the Navy as an ADCS in August of 1987. Wanted to make the last reunion, but had just started a new job and didn't think it prudent to request time off right away. Currently working for G. G. Sharpe as a project supervisor at NADEP, Jacksonville, Florida. Anyone know why **"Grumpy" Taylor** called me a "fur king Okie"?

From **Rod Skoge**: Put me on the roster. I thought I had taken care of my membership before. Thanks for the reminder. Currently employed as Vice President of Operations for General Office Products Company.

From **Mike 'Grumpy' Taylor**: (*Concerning old NATTC Memphis*). Navy Memphis, or 'NSA Mid South' is a whole different ballgame. Almost all WW-2 buildings gone. Fence down. 'North Side', including the airfield, has been given to the City of Millington. It is mainly a divert field - FedEx pays to have the tower manned. (*I used to live on 'North Side' as a 'greenie' attending AM "A" school - editor*). There will be quite a few Admirals here at 'NSA Mid South' when all commands scheduled to relocate here come aboard. Army Corps of Engineers pay department located here also. Those who've moved here from Washington, D.C., can't believe the lack of traffic jams.

From **Stu Stebbings**: (*regarding the Pensacola reunion*) — Gayle and I are ready to go now. I can just smell those oyster shooters. Another bad habit I picked up in Pensacola many years ago. I'll never forget my commercial flight into 'boot camp' there. It was October 28th 1968, the war was going strong, and the protesters were

starting to get really warmed up. As we were landing the co-pilot said, (no joke), "Ladies and Gentlemen we will be landing in Pensacola, Florida in a few moments, kindly set your watches back 20 years". My new bride joined me several months later and we set up house-keeping out in Avalon Beach while I was in VT-3 terrorizing the local cows.

From **Burt 'Doc' Myers**: Here's my \$10. Hope to make the next reunion. Hello to all.

From **B. D. Johnson**: I'm really enjoying the newsletters. I have a few ideas for some tales. Will send them to you when I can get them written. Those were some great years — lots of good memories.

From **Jerry VonRonne**: I've been very busy being retired. We just got back from Florida — our first major trip with the 5th wheel and the new Dodge truck — combination ran and handled like a dream — 65 on the big highway with ease — just couldn't find it in myself to push it to 70+ like some of those fools out there. Hope everyone is healthy and happy.

From **Ruth & Rich Hunt**: We see that May 5, 6, & 7 have been selected for the reunion. These are dates we prefer also. We're saving-up so that we can be there next year. If there is anything that we can do to be of help, please let us know. We really enjoyed doing the reunion here in '97, and believe me we learned a lot about running that type of a show! Wouldn't even mind doing it again! We are planning a mini get-together here, at our place, this August. A Saturday PNW VP-1 P-3 Orion Pioneers picnic. There are plenty of VP-1ers up here in the Northwest. At that time, we will try to identify everyone in the pictures that we have in our albums. We have photo albums of the last reunion and are planning on bringing them to the Pensacola Y2K get-together.

From **Jerry Thornburg**: Plans are afoot for a sports car (motor cross) rally track at Barbers Point, with a purse somewhere around \$3 to \$5 million. The planning gurus are shooting for a world class event, the "Hawaiian Super Prix". Looks like the track will go in where the old Ewa Air Strip was. It'll be about a two mile square run. (*I used to ride my two-wheeled Honda out in that area when I lived at Iroquois Point housing - editor*).



From **Don Grove**: Guys, I think this area of the newsletter, devoted to "write-bites" from members, is probably one of the more interesting sections. But, to keep

it going we need input. Please feel free to drop a line anytime with an interesting tidbit, change of status, new location, employment change, retirement, anecdote, etc. You folks with computers can send via e-mail message. Also, we'd like to have information on anyone who is on the sick list, and notification of any of our squadronmates who pass away. Please send to either myself, or to **Rich Hunt, Don Swendsen, or Stu Stebbings.**

The same goes for articles - such as the ones in this issue submitted by **Bob Giddings, Jim Milligan, & Willie Williams.** They are interesting to our readership and are the guts of our newsletter. Without them we don't have a newsletter. Whenever you have time, please write-up a short bit concerning yourself since the "old days" in VP-1, an anecdote from the "old times" in the squadron, or even a "hairy" experience from those "good 'ole daze". Don't worry about prose, grammar, punctuation, or spelling. The editor's computer can smooth it up for publication. What we need is the information — rough or smooth. Send it to us via either snail-mail or electronic mail. We'll try to put out a worthy newsletter — with your help.

FROM THE SQUADRON

VP-1 won the ComNavAirPac Battle "E" for 1998. This "E" is awarded annually to one Pacific Fleet Maritime Patrol Squadron to recognize outstanding battle proficiency.

Another squadron milestone was the on-line launch of a waypoint-guided Harpoon air-to-ground missile (AGM-84), the first by a fleet Maritime Patrol aviation squadron.

Also, the ComPatWingsPac Maritime Patrol aviation evaluators acclaimed VP-1's Maintenance Department as the best observed in PatWingsPac, with six programs receiving "no discrepancies noted".

And - It's almost that time again. The squadron held a pre-deployment brief for spouses at the NAS Whidbey Island "Skywarier Theater" on May 4th at 6 p.m. The briefing was followed by a spaghetti dinner on the VP-1 side of hangar 6. The squadron heads west again at the end of May for further adventures in the Orient — and such other places as may be directed. Stay tuned.

Cdr **Brian Burlingame** is currently the C.O. of VP-1. For those who attended our grand finale CPO Club brunch at the '97 reunion, you may remember Cdr. Burlingame. He was the very tall Commander in the spotless whites. He was squadron X.O. at that time.

FINANCES

Here is a quick report on our VP-1 P-3 Orion Pioneers financial status:

| | |
|-------------------------|-----------|
| Checking account . . . | \$ 505.07 |
| Savings account | 1360.96 |
| Petty Cash | 10.30 |

TOTAL ASSETS . . . \$1876.33

LIABILITIES \$ 0

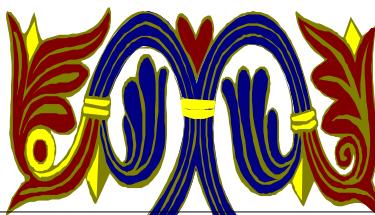
Don't forget to send in your dues. \$10 for two years. No rush, but why put it off.

'SARGE' MANARO

I recently talked to **Larry Manaro**, (AWC in VP-1) on the phone. He resides not far from me, over by Burlington, WA. As those who attended can remember, Larry, although he lived just a few miles away, didn't make the '97 reunion. It wasn't because he was mad at anyone, or anti-social. Larry has been battling cancer for a couple years, and has had quite a few surgeries. I asked him today how he is doing, and he said, "still fighting, and winning some". He has a new phone number, but his Burlington P O Box address has remained the same. His new telephone number is: 360/724-3346. Let's all hope he wins the big battle.

Correction: A couple of months ago **Ron Montgomery** (ADR1 flight engineer in VP-1) got himself a computer. I sent out his e-mail address to a selected group of folks that I knew had known him. Well, the e-mail address for Ron that I promulgated was in error. I left out a "g" in the address. His correct e-mail address is "rmontg8645@aol.com". Ron still lives in Ewa Beach basking in the sunshine. He retired from the Navy as an ADCS, and now works for Hawaiian Airlines.

Taxpayer's Lament



Tax his cow, Tax his goat;
Tax his pants, Tax his coat;

Tax his crop, Tax his work;
Tax his ties, Tax his shirt;
Tax his chew, Tax his smoke;
Teach him taxing is no joke.

Tax his tractor, Tax his mule;
Tell him, Taxing is the rule.

Tax his oil, Tax his gas;
Tax his notes, Tax his cash;

Tax him good and let him know,
After taxes, he'll have no dough.

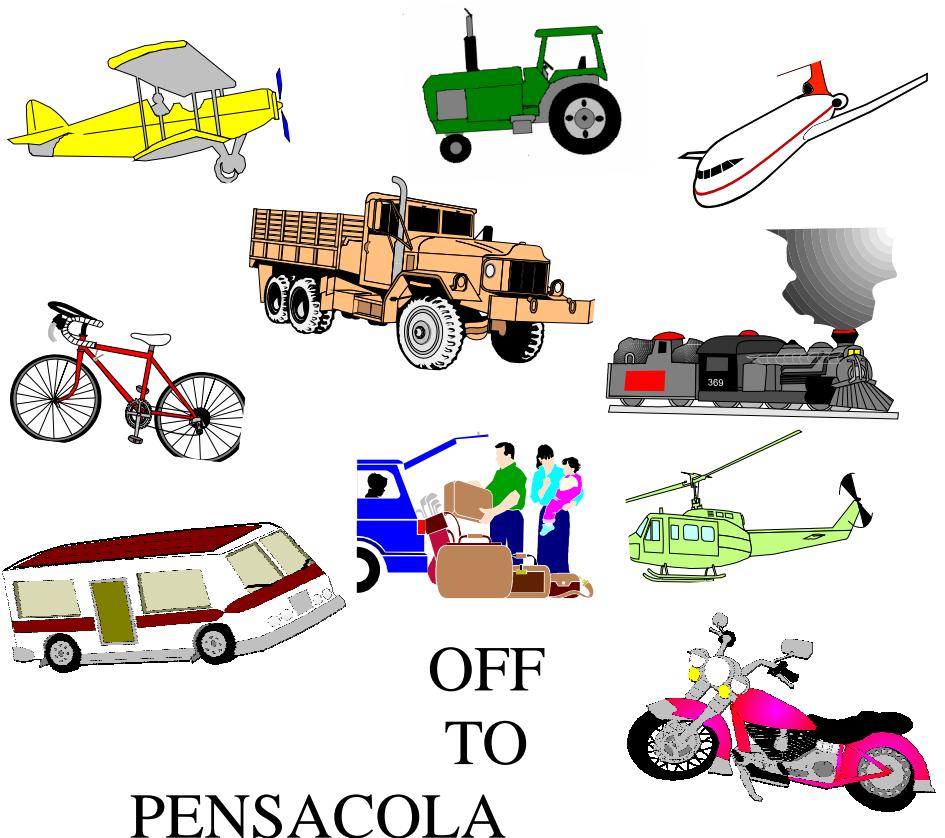
If he hollers, Tax him more;
Tax him till he's good and sore.

Tax his coffin, Tax his grave,
Tax the sod in which he's laid.

Put these words upon his tomb,
"Taxes drove him to his doom."

And when he's gone, we won't relax;
We'll still collect inheritance tax.

*(The preceding little ditty was sent to me by **Doug Crowe**, who was a Lockheed tech rep assigned to VP-1 back in the early 1970s — editor).*



OFF
TO
PENSACOLA

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