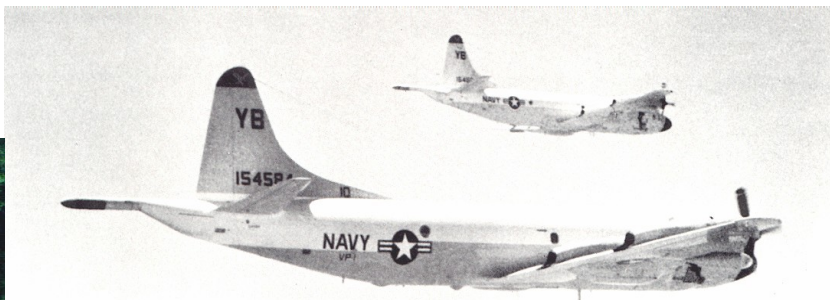


VP-1 POPs



PatRon One P-3 Orion Pioneers

NEWSLETTER #8

MARCH 2001

CUSTOMS-MADE SUCCESS

from Lockheed-Martin's "Today"

When Gary Sudhoff started flying surveillance missions 13 years ago for the U. S. Customs Service, he and his colleagues relied on a single P-3 Orion with the radar in its nose. "It was a good aircraft, but patrolling the U. S.-Mexican border looking for drug smugglers was like trying to find somebody in a dark football stadium with a flashlight", Sudhoff recalls. Despite its limitations, the Customs Surveillance Support Branch gradually demonstrated its effectiveness and was rewarded over the years with increasingly powerful equipment.

Today the team has sixteen P-3s, including its newest and most powerful tool yet – an Orion with a state-of-the-art APS-145 "dome" radar. "We've turned on the stadium floodlights," Sudhoff says. "There's virtually no place left for them to hide."

The latest delivery in the Customs Service's war against drug smuggling is the result of new government funding for the Surveillance Support Branch.

After beginning its mission with just one P-3, the drug surveillance fleet increased to eight Orions, including four "Domed" P-3s with APS 138 radar, a predecessor to the APS-145, and four P-3 "Slicks" – those without the top-mounted radar. The agency uses the aircraft in a highly successful hunter-killer strategy in which the 'domed' birds detect the suspected drug smugglers and then vector in the 'slicks'. The 'slicks' then slip in undetected and track the bad guys over long distances. The team notifies law enforcement agencies on the ground or at sea of a probable smuggler and leads the agencies to the landing or drop zone.

Since 1987 the strategy has helped Surveillance Support Branch coordinate seizures of well over 257,000 pounds of cocaine, 156,000 pounds of marijuana, and 72,000 pounds of hashish, as well as hundreds of aircraft, vehicles, and maritime vessels. In addition, the branch's activities have led to nearly 600 arrests of drug-smuggling suspects.

In 1998 Congress authorized the purchase of 20 additional P-3 aircraft for the Customs Service. (*Any of you aviators, flight engineers, or radar operators looking for some more P-3 flying time?*). The "domes" come from AEW Aeronautical Systems, and the radar is supplied by Naval Elec-

tronics & Surveillance Systems in Syracuse, N.Y.

The Surveillance Support Branch operates out of both NAS Corpus Christi, Texas, and NAS Jacksonville, Florida. VP-1 POPs intelligence operatives on scene tell us that Customs has a new hangar at Jacksonville – between the old VP-30 hangar and the Air Terminal. The P-3s are proving to be an excellent platform for the Surveillance Support Branch because of their range and ability to stay on station for 12 or 13 hours. Also because of the aircraft's versatile range of airspeeds. The Orion can keep pace with many business jets or slow down for close surveillance of small prop aircraft. On the detection side, the 'domes' give the surveillance team a tremendous range of vision, capable of monitoring 150,000 square miles.

The most significant advantage of the new 'domes', however, is the APS-145 radar's ability to do a better job picking out suspect targets over land. Smugglers long ago learned that by flying low along coastlines they could sometimes lose themselves in the "clutter" of breaking waves and other littoral features. The APS-145 makes that trick much less effective.

"To take a big four-engine turboprop and fly 300 feet behind a little Cessna in darkness and rain – that's challenging," says pilot Sudhoff. There's no other aircraft I'm aware of in the world that can do the mission we do."

QUOTE FROM THE U. S. CUSTOMS INTERNET WEB SITE

www.customs.gov/



Customs "Domed" P-3

The Customs P-3 AEW airborne early warning aircraft (called "domes") pro-

vide radar coverage over the jungles and mountainous regions of Central and South America. They also patrol the vast Southwest Border and international waters to monitor shipping lanes and air routes in search of smuggling activities. P-3 interceptor aircraft (called "slicks") augment the AEW aircraft to identify and track suspect targets.



RETIRED LOCKHEED TECH REP

Doug Crowe

Hey Don! That was one super reply you sent me about VP-28. I really enjoyed it. You see, I loved those airplanes.

I started out working on P2V-5's on the Lockheed flight-line many years ago. Back in those days I was a flight-line tech working hourly. I flew first production flights on P2V-5's, -6's, and -7's. I would go to work at 5 a.m. and we would takeoff at six. We'd fly around testing the entire airplane and its systems looking for problems – mostly electrical mis-wiring. Once the plane was on the ground we had to troubleshoot any problems and get the bird ready for the next production flight. I really knew those planes inside and out, and I loved going flying.

Later on, about 1956, I went from an hourly worker at Lockheed to a salaried employee in Field Service. I was put to work on a new fighter aircraft for the Air Force, the F-104 "Starfighter". After I'd had a few assignments in the field, Lockheed was looking for people with experience on the P2V-5 – and that turned out to be me! I was sent me to Brazil to help them with their transition to Neptune's.

Those Brazilian P-2Vs had been factory updated after returning from England. There were fourteen P2V-5's that were assigned to a squadron in Salvador, Biaha, Brazil. I spent a year and a half there. It sure was a great experience, to say the least.

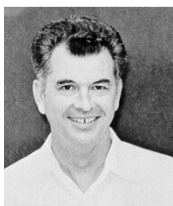
When the P-3A came along I was put on that program. I moved my family around just like you guys in the Navy did. My oldest son, Doug III, graduated from Great Mills High School in Lexington Park, Maryland when I was with VP-44



Doug – USN days

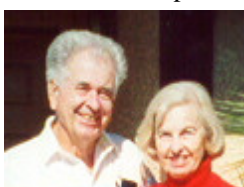
at Pautextent River. I put him in the USAF right out of school because he wanted to get married to his high school girl friend right away. I said, "no way, you don't know what life is all about yet".

He wound-up doing 20 years in the Air Force and retired at Nellis AFB. That's how Maxine and I happen to live here in Las Vegas now. We helped raise our two grandsons as our son got a divorce and, being active duty Air Force, needed some assistance raising the children. Doug the III was at CamRanh Bay when I was with VP-1 at Sangley Point.



Doug with VP-1

It's been quite a life! I am presently reliving the days when I was a WW-II sailor aboard an attack transport. So, now you know pretty much what my life has been like. If you'd like to know more, I can write more. I'm 75 years old now and have had lots of experiences. Thanks for your



Doug & Maxine Y2K

information on VP-28. It was appreciated. I had no idea that VP-1 had replaced them in Hawaii. (Doug has been a member of our VP-1 P-3 Orion *Pioneers organization from the beginning. His membership number is "004"*).

FROM OUR PRESIDENT

Cdr Don Hanson

Greetings from Whidbey . . sunny and fair Whidbey. Remember the rainy winters? Well, not this year. I think Mother Nature is trying to show that our weather-forecasting software needs an upgrade. We are about 9 inches short on rain for the season. The snowpack up in the mountains is at 56% of last year. Our reservoirs are way low, affecting power generation, salmon runs, and there's even concerns with system drinking water. It has been nice, but the good feeling is mitigated by the big jump in electric bills and the Californians wanting some of our meager sup-

ply. Only one dusting of snow and only a handful of nights below 30 degrees so far.

There has been some good news for our active duty sailors and even some for us retirees. After a new year's raise, the Bush administration is talking about \$Billions for military pay and funding for military housing. And, following a review of military status and readiness . . possibly a boost in DOD funding. With so many of our people getting out and the frequent call-ups for world peacekeeping, it's about time something was done. It's kind of sad – at the top and on down, it's CAN DO . . until you get to the lower rungs where it's CAN DO . . WITH WHAT? Then they take a walk. But yes, there is some good news for us military retirees. TRICARE FOR LIFE is coming. Watch for it; read up on it. Essentially, it will mean that the Government will take over what MEDIGAP policies did before . . Medicare pays their share and TRICARE picks up the rest – with some provisos. You need to be okay with DEERS, and maybe some other hookers, so read up on it.

You remember the story of the sailor walking with the oar over his shoulder? The old salt retiring from years of sea duty puts an oar over his shoulder and walks inland 'til someone asks, "what's that thing on your shoulder?" About as far as Wisconsin right? When were you last in Wisconsin? I've been there 4 times since the 1st of July! The 1st trip was my 50th HS reunion in Eau Claire. Then Fay's 50th was in Chippewa Falls (12 miles from E.C.) on 7 September. Then there was my annual deer hunting over Thanksgiving. Finally, there was the sad requirement to go to Antigo for the memorial for Fay's older brother who had died suddenly. No more travel 'till next fall.

We VP-1ers up here have been working up a set of association bylaws to guide our officers, committees, and activities. We'll have them available for discussion and final approval at the generally assembly meeting at our Memphis gather-



Don & Fay – Y2K

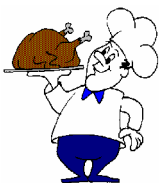
ing in 2003. I also have been tracking VP-2's next reunion. It will be in Branson, MO in 2002. **Don Grove, John Berger, Don Swendsen, Bert Howard** and I served in both — is there anyone else out there that can claim ties to both VP-1 and VP-2? John was an "E" in VP-2 and an "O" in VP-1. Bert was C.O. of both!

That's it for now. Remember, mark your calendar and start the kitty for Memphis. Every member get a member . . . or two. Watch for TRICARE FOR LIFE.

2003 REUNION PLANNING

AMCS Mike Taylor
Reunion Committee Chairman

Please announce in our next newsletter that I will host the first planning meeting for our 2003 reunion at my home in late March or early April of this year. I'll be inviting many of our VP-1 POPs folks that reside in this area. Any interested VP-1 POPs members will be welcomed. The weather has been very severe here this winter so I have delayed this gathering of incisive thinkers to ensure that we'll be able to sit out in the fresh air and burn something on the grill. If the weatherman goes against us, my fall back position will be Snappy Tomato pizza.



SAVE THE LOBSTERS

AMH1 Bob Giddings

Flying a "YB" out of Barbers Point — crew #5 — **Tim Quigley** PPC — Hawaii to Maine — Xmas time — Numerous pit stops to offload pax — finally, destination in sight — NAS Brunswick.

While on deck in chilly New England we purchase some lobsters — lots of lobsters — live ones guys — the only way to go.

Heading back toward the Pacific Coast we drop in at Minneapolis and gather up a load of fresh, aromatic, Christmas trees.

I calculated we had enough fuel to get from Minnesota to Moffett Field. Wrong!



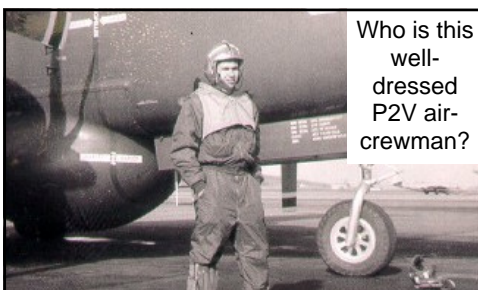
Bob & Jan Giddings — Y2K

I calculated we had enough fuel to get from Minnesota to Moffett Field. Wrong! Damn headwinds. We had to stop at Nellis, AFB (Las Vegas) to top off our tanks so that we could get over the mountains and on to the California coast. This took awhile — we all remember how the Air Force does things. After dotting all their I's and crossing all their T's we roared off and were airborne once again.

Oh, Oh! Number three engine! The "E" handle had been vibrating a bit since take-off from Minneapolis. Now it was getting worse. Definitely worse — trouble brewing. We shut her down not long after departing Vegas, and proceeded on to Moffett

An uneventful three-engine landing at Moffett. But, we needed a new engine. Now — big decision time! What to do with all those darn lobsters — cases of live Maine lobsters — while getting a new engine hung on our wing? Answer! Cook 'em — or lose 'em. ADR1 **Ron Montgomery** was with us and he said, "Bob, you take care of the lobsters and I'll look after the engine change". That sounded like a pretty good deal.

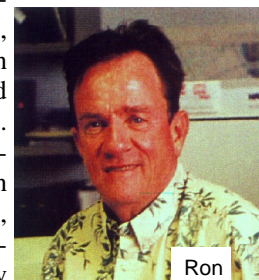
I looked up a friend, **Don West**, a flight engineer in VP-31. Don and I took all those lobsters over to his house, which wasn't far from the Moffett gate. He broke out a couple of big kettles and we started boiling water. A couple of cold brews later we had the job done. Of course, we had to test 'em to make sure they were edible. They were. They were utterly delicious! Meanwhile, Lcdr **Pete Drees**, along with us on the trip brushing away cobwebs, (ex-



Heading back toward the Pacific Coast we drop in at Minneapolis and gathered up a load of fresh, aromatic, Christmas trees.

PPC of crew-5, but now a "guest"), was clogging up the phone lines to Hawaii. At this time Pete was on the CinCPacFlt staff. He had some duty watches coming up that he wasn't going to make due to our delay at Moffett. He was burning up the phone wires to Hawaii trying to get stand-ins for his watches. I guess everything finally worked out.

Ron Montgomery performed his part of our bargain to a "T", and we soon lifted off from Moffett heading out over the blue Pacific. Those folks anxiously awaiting our arrival in Hawaii, expecting fresh, live, lobsters had long, sad faces when we finally taxied in at Barbers. But, cooked lobster is better than no lobster at all, right? The Christmas trees? They made it fine. Many of our "Fleets Finest" homes were decorated that holiday season with fresh, pine-smelling, Minnesota Christmas trees.



Ron — I expect to see you at our next big gathering at Memphis! Who knows? I might even spring for a lobster dinner.

INTERNET INFO COORDINATOR

ADJ1 Jack Bachhofer

I'm finally getting around to thanking our President, Don Hanson, for appointing me to the "Internet Information Coordinator" position. Don Grove virtually twisted my arm, so figured if I didn't accept the job I'd be standing extra mid-watches.

For the past couple of months I've been hunting down different internet sites to advertise our next reunion and VP-1 POP's general information. Many of the military magazines allow outfits like ours one listing per year (space allowing), but for a second listing they levy a charge. There are internet sites that allow the info to hang there for as long as 2 or 3 years.

I will soon be getting with the web master of "www.vpnavy.com" in hopes of a total update of our data there. This web site is

still advertising the '97 and Y2K reunion dates. The only thing that I'll have them change is the date for our next reunion. Everything there that's been inputted by our members over the years will stay. Any future inputs will be welcomed.

Please send your web site inputs through me, though, if you would. This is so I can coordinate where, what, and when information about our VP-1 P-3 Orion Pioneers is posted on the internet. I guarantee all that I'm not thin-skinned, so any mistakes you find at a web site please let me know. We want to keep things correct and up-to-date.



"Orion 21" is Lockheed-Martin's design for a 21st century P-3. (See photo on back page). If the U. S. Navy can ever decide how they want to go about it and have it done. Lockheed is updating many P-3 systems for the U. S. Customs Service — some modifications that the Navy would like to have.

The updates include having all avionics systems with digital microprocessor based interfaces, and a modern cockpit with the latest integrated display units. These displays are monitors that show both digital and analog readouts of all aircraft systems, in color, along with weather, GPS, automatic operation, etc.

The Navy can't seem to decide which engine to go with either. There is the Allison AE-2100 engine which is used on the C-130J, or the T-406 which is used on the MV-22 *Osprey*. They are the same core engine. Pratt & Whitney is offering an engine that also looks good. These are all turboprop engines with split spool power sections. The propeller is a six blade composite unit from either Hamilton Standard or Dowty of the UK.

The Dowty six-bladed propeller is installed on the new C-130J's that the Navy is purchasing for the Marines. These propellers are very simple composite blades. As a matter of fact the propeller uses counter weights similar to the multiengine airplanes of the WW-2 era. There are lots of improvements in this propeller installation versus the existing



How many of these crusty old salts can you recognize? These Chiefs were members of the VP-1 CPO Slowpitch Softball Team, circa 1972. The photo was taken at the Barbers Point ball field. To refresh your memory — back row, left to right, AXCS **'Mac' McComas**, AWC **Jim Wooten**, ATC **Don Mattley**, AFCM **Jack Adams**, AEC **'Bill' Howard**, ADJC **Billy Hill**, ADJC **Walt Smith**. Middle row, AMEC **Mike Taylor**, AWC **Owen Bennett**, AFCM **Don Grove**, ATCS **Bob Gregor**. Front row, AEC **'Ben' Johnson**, AOC **Barry Kennedy**, YNC **Jack Chee**, ADJC **Coleman Welte**, ATC **'Swede' Erickson**.

P-3 propeller.

The *"Orion 21"* P-3 airframe will be improved with modern materials and design to eliminate some of the corrosion and maintenance problems that the P-3 has experienced.

At present there is only engineering development work going on here at Lockheed-Martin in Marietta, GA. No production of an *"Orion 21"* yet. Our Navy has started overhauling and updating its P-3 aircraft several times, but then decides it would be better to buy a brand new aircraft. Then comes a change in leadership at NAVAIR, decisions change, and the whole process starts over again.

It looks like Taiwan may be the first customer to order the Orion 21. Taiwan is pressing the U. S. government to approve their purchase of a P-3-like airplane. If our government approves Taiwan's request, then Germany and Italy will probably buy into the program quite quickly. Lockheed and NAVAIR have been studying this *"Orion 21"* for ten years!

OFFICERS & COMMITTEES

Your current officers of our VP-1 P-3 Orion Pioneers association are:

President — **Don Hanson**
 Vice President — **Rich Hunt**
 Secretary & Treasurer — **Don Grove**
 2003 Reunion Chairman - **Mike Taylor**
 Newsletter Editor — **Don Grove**
 Finance Committee:
 Chairman — **Don Grove**
 Member — **Don Swendsen**
 Member — **Gene Poole**
 Membership Chairman — **Ruth Hunt**
 Internet Information Coordinator —
 Jack Bachhofer

Your officers and committee persons are working to make our association function smoothly. Any assistance you can give them in their endeavors will be greatly appreciated.

HAWAIIAN NEWS

Jerry Thornburg

Jerry sent us an article from the Honolulu Advertiser concerning the beach area at the old Barbers Point Naval Air Station. First, though, the area is no longer referred to as "Barbers Point". It now goes by the restored Hawaiian name of "Kalaeloa".

The article was written by Honolulu Ad-

"P-3 Orion - volume 2"

***By Marco P.J. Borst & Jaap Dubbeldam
P-3 Orion Research Group
ISBN 90 806230 2 4***

In 1996 we published our first booklet about the P-3. It was for the greater part written in Dutch as it was intended as an anniversary publication of the Valkenburg Aircraft Spotters Foundation. Because we got a lot of reactions calling for an all-English edition, we decided to update the original 1996 booklet and translate it into English. We also added a few new chapters. The Dutch Aviation Society expressed its interest to publish our work as a special edition of their magazine "Scramble" and this is the result: "P-3 Orion - Volume 2". Of course this second edition contains our survey of the individual history of every Orion ever built: the "P-3 Orion Aircraft Location History Report."

72 pages dedicated to the Lockheed Martin P-3 Orion: everything you want to know about the P-3 Orion!

"P-3 Orion - Volume 2" contents:

- **Introduction**
- **Development of the P-3 Orion** - the history of the Orion described.
- **P-3 Orion variants** - descriptions of the numerous variants of the Lockheed Martin P-3.
- **P-3 Orion operators** - all P-3 operators.
- **P-3 Orion squadrons** - the P-3 squadrons (including the disbanded P-3 squadrons) brought together in one reference list
- **USN P-3C Orion recognition** - how to recognize the various P-3C versions
- **Production blocks** - BuNo's, production blocks, contract numbers.
- **P-3 Orion Aircraft Location History Report** - the most complete review of the whereabouts of every single P-3 in the world! C/n's, BuNo's, serial numbers, type designations, squadrons, modifications, side codes.
- **Boneyard Orions** - all Orions ever retired to AMARC (Davis Monthan AFB) brought together in one reference list
- **Foreign & civil serial cross reference list** - looking for a specific foreign P-3? This reference list will help you find it in the P-3 Orion Aircraft Location History Report.
- **P-3 Orion attrition** - a quick reference list of Orions lost in accidents.
- **Technical data** - the usual stuff: length, weight, engines, etc.

Cost of one book is approximately 17.50 NLG plus 5% for shipping & handling. That total cost, according to an internet monetary conversion table, is approximately \$7.80 in U. S. currency.

Order forms are located on the internet at <http://www.scramble.nl/shop.htm>

vertiser staff writer Dan Nakaso. He says that cigarette butts, beer cans, and soiled diapers spilling out of trash cans every day stand as an ugly testament to the way life has changed at the old Barbers Point Naval Air Station.

When the air station closed in July 1999, 2,150 acres of land were parceled out to a jumble of federal, state, county, and city agencies for everything from open space to housing for the homeless. Today no one entity has complete oversight concerning the former base. And complaints continue to rise. 53 cases of theft last year, and 8 burglaries, including safes stolen from the golf course. Someone even drove a forklift through the front of the military's Touch 'N Go mini mart and dragged the automatic teller machine out to the parking lot trying to get at the money.

But most of the problems aren't of the criminal kind. Now that the beaches, and other parts of the former Naval Air Station, have been opened to the public, litter abounds. The custodial crew fights to keep up with the barrage of garbage and trash at the two main beaches.

"It's chaotic. Trash has become a health issue," said Doug Diaz, a member of the custodial crew. Much of the debris never makes it to the many available trash containers.



Jerry & Lois Thornburg – 1998

Both beaches are pocked with mounds of cigarette butts, candy wrappers, beer cans, and bottle

caps. Dee Ungureit, a military wife of 24 years, lay on her beach towel surrounded by piles of cigarette butts. "I can't believe something like this could happen," she said.

Larry Jones, who has lived on the base for nine years is angry about the lime-green Dodge Dart that sits at the beach near the entry gate to the Coast Guard hangar. The vehicle rests on three flattened tires, its trunk popped open, and the interior torn apart. Jones, who works in security at Pearl Harbor, indicated it's hard to pin down who is responsible and has jurisdiction, the military, the city, the Coast Guard, who? "It takes forever to get these cars towed out," he said.

Dave Fletcher, a calendar & post card producer, recalled a day last December when he, a photographer, and a model

worked on a photo shoot at the beach. When they returned to their cars they found the photographer's rental car burglarized and the model's bikinis stolen.

Dan Nakaso's final remark was, "a NO LITTERING sign at the beach is all but obliterated by graffiti."

How times have changed. Also see Jerry's commentary in the MEMBERS SPEAK section – editor.

SUMMER EXCURSION

AWC  **Greenman**

Our Y2K summer cruise to Alaska.

We caught a motor coach at SEATAC airport which took us to Vancouver, British Columbia to board our cruise ship. The tour driver pointed out many interesting places along the way and spiced it up with entertaining historical stories and facts. It seemed that in no time at all we were aboard the vessel and preparing to get underway. Sea duty!

Right after unpacking in our mini-suite with balcony, (they upgraded us at no extra charge), a life-boat drill was held. After completing that we proceeded to the dining room for our evening meal.

We had the same table and waiters for all meals. After the first meal the staff knew our names, what we liked to drink, etc.

SAD NEWS

Two of our squadronmates from the VP-1 POPs era have passed away recently. **Lcdr Jim DUDLEY** moved up to the staff of the Supreme Commander on November 10th, and **AXCS Russ Horn** followed him on the following day, Veterans Day.

HAND SALUTE!

We were really treated as royalty.

On the three days we were aboard the ship we saw a stage show, went to a movie, and made many trips to their casino. Food was available 24 hours-a-day and I think I gained 15 pounds in those three days aboard the vessel. Sea duty was never like this before!

Our first port of call was Juneau, Alaska. We spent the day there shopping and took a tour of the Mendenhall Glacier. We re-boarded the ship in time for the evening meal and headed for Skagway.

Skagway was the end of the cruise-ship part of our tour and the beginning of land travel. We arrived at Skagway in the morning, disembarked and did some more shopping. We also went to a gold rush days stage show. We got there early in order to get good seats down in the front. **BIG MISTAKE!** Two 'saloon girls' in the show dragged me out of the audience – on to the stage – and I became a part of the show. I thought Berny would die laughing. She was laughing so hard I don't know how she managed to get any pictures of me on stage. Oh well, once in a lifetime, right.

Later that afternoon we boarded a narrow gauge railway for a trip through the mountains to White Horse Pass and Frazier. That's the gateway to the Canadian Yukon. At Frazier we boarded a motor coach which took us to White Horse. We spent the night there in a very nice hotel.

While waiting to board our motor coach the following morning, Berny's brother, Richard, had a rapid heartbeat episode. The tour people sent him to a hospital in a taxi. When his heart-rate was again under control one of the tour people put Richard in her own vehicle and caught up with us at one of the rest stops. Now, that's what I call great service.

We had a long bus ride that day to Dawson in the Yukon. There were many rest stops and photo ops along the way, however. We spent two days at Dawson. The town is kept just like it was in the gold rush days. The sidewalks are wooden and the streets aren't paved.

That hard-charging, squared-away, young Aircrewman depicted on the bottom of page 3 standing next to the nose wheel of a P2V is none other than our own **Fearless Freddy FINK**.



Bernie & Earl Greenman – Y2K

We shopped and spent some time in their only casino, "Diamond Tooth Gerty's". They also had a gay nineties type show, and this time I sat well back in the audience. My mother didn't raise any fools. While in Dawson we toured a gold dredger. It's a large barge with circular motorized scoops in the front and a discharge chute in the back. It floats on its own pond and eats its way through the gravel layer. It sifts the gold ore out and dumps the slag in the rear, filling up behind itself.

We then reboarded our motor coach and headed back across the border to Fairbanks, Alaska. On the way to Fairbanks one of our rest stops was where the Alaskan pipe line crosses a river. We spent two days visiting the Fairbanks area, touring the gold fields and doing some panning for gold. We got about \$8.00 worth of gold each. We enjoyed a river-boat tour that included a stop at Susan Butcher's dog sled training camp. We also visited an old Indian village and fishing camp.

From Fairbanks we boarded a scenic train to go to Denali National Park. At Denali we took a bus tour of the park looking for local wild life. We saw moose, a Kodiak bear, caribou and wild goats. We also had a guided tour of part of the Alaskan pipe line. We were at Denali for two days.

We then boarded a scenic train for Anchorage, the final stop on our land tour. While in the Anchorage area we were bussed down to Whittier, Alaska. Whittier is a deep water port made by the army engineers during World War Two as a secure port for receiving supplies for Alaskan military bases. To get there one has to pass through a 2½ mile long, single-lane, train-tunnel, passing through a



mountain. The tunnel has been modified to allow motor vehicles to also pass through. So now-a-days trains and motor vehicles both go through the one-lane tunnel in accordance with a very strict time table.

Whittier is overcast an average of 360 days per year, and in 1999 had 35 feet of snow. Also while at Anchorage we went aboard a 4-tier catamaran (*more sea duty?*) for a tour of the 36 glaciers on Glacier Bay.

To complete our great trip we then flew from Anchorage back to SEATAC airport at Seattle. There we caught our plane for home. It was a fantastic trip and well worth the expense. I recommend it!

MEMBERS

SPEAK

AO2 Jeff **BARCLAY** (12/9 – regarding the early December layoffs at Georgia-Pacific in Bellingham, WA) – So far I'm OK. We're going to try to re-start some of the mill by the end of next week using portable generators. I'll be in Oregon next Monday through Wednesday on business. The following week I'll be on vacation as my mother is coming out from Massachusetts for a visit. This energy price thing is really bad. Hope it clears up by the end of the year. If it doesn't, it's anybody's guess as to what will happen to a lot of industry in the northwest.



Jeff – 1997

Jo & CWO Marty **BECKER**. (11/9) – We've been back and forth between Wisconsin and our Arizona roots twice in Y2K. Did some camping and National Park visiting along the way, but no fishing. What the hell is that? No fishing! My (Marty's) mother in Wisconsin was ailing – she is 86. Returning from Wisconsin the first time we went by Whidbey Island and visited our daughter



Marty – 1997

Debby and her family, and with the VP-1 POPs folks there. Then, after returning from Wisconsin the second time, we headed for California and spent about two months with our daughter Patty. We have now returned to Arizona for the winter – probably. We have kicked back and are communing with our surroundings. Ah! Nice to have nothing to do for a couple of days. Well, this lets you all know I'm still alive and kicking, and being as obstinate as ever. Till next time . . .

Beth & AT3 Bruce **CARPENTER** (1/2) – I have not played acey-ducey since leaving Okinawa, and now my boys want to play. I taught them how to play backgammon as I had the instructions that came with the board. But backgammon seems different from my memory of acey-ducey. It seems acey-ducey was faster paced and more enjoyable. Anyone you know who I could e-mail with questions concerning playing acey-ducey? (*As your newsletter editor was the self-proclaimed Pacific Fleet Champion at acey-ducey in the 1970s, I passed on my "expert" knowledge to the Carpenters*)

Lynda & Lt. Spence **CLOSSON** (12/22) – Hi, Don. I've been enjoying your e-mails. Yes, I'm still flying the European runs and have been enjoying it, probably too much! **Tom Vanderhorst** is doing the same thing and is commuting to NYC from Annapolis. I just finished four days of refresher training in ATL on Thursday, and have a week off now over Christmas. My next trip is a six-day trip with layovers in **Paris, Cincinnati, and Munich**. After that I am scheduled for a trip to **Venice** with a 50-hour layover, so I plan to take my wife, Lynda, with me. Following that I have another six-day trip that takes me to **Bombay** with two **Frankfurt** layovers, one of our more interesting trips. In the last year I have had a trip to **Moscow**, several trips to **Amsterdam, Stockholm, Athens, Nice, Madrid, Barcelona, and Brussels**. Tried for a Helsinki layover one morning when the weather was below minimums in Stockholm. We diverted over there for fuel, and the weather improved in Stockholm, so we headed back over there. On the way out of the airport in Stockholm, I ran in to Tom Vanderhorst and his crew coming out to take our aircraft back to New York. Y2K has been one interesting year! Last couple

of days we have had a blast of winter weather here in KY – temps in the single digits. I'm ready to see a little thawing. The boys are in from college and we're looking forward to having our Christmas at home on the farm.



Spence, at work

Lynne & Lt. Brian **CRONYN** (12/26) – Thanks for continuing the VP-1 good times. Please add me to the list of those who carry on with the memories and the laughing together. Sorry it took me so long to send in my dues. I must have been asleep at the Nav table again. **Don Hanson** did gently nudge me past the verge of joining. He used to nudge me much harder when he was Maintenance Officer, probably because my knucklehead was so much thicker then, plus I often had my helmet on when he took a swat. *Signed:* Brian. A wing beam bruised Lt(jg) in P-2's; a plane bruising Lt in P-3's.

AWC Mike **GLENN** (12/22) – Sure sorry to hear about the loss of Russ Horn and Jim Dudley. We never know what's down the road for us, do we? I'm terrible about replying, but I do appreciate you keeping me informed. I'm still here in Alabama, and it looks like I'll be here indefinitely. I'll send Willie an e-mail to let him know what's going on. I did talk to **Mardy Lewis** so he knows about Russ. Today I'm going down to Jax to visit some folks down there. WX here is about like Seattle now, so it will be nice to get somewhere warmer. Wish you and all yours a Merry Christmas and wonderful New Year. Need to get on the road so will talk to you again later.

Gus **GOLDENPENNY** (2/10) – It looks like I'm going to need a valve put in my old ticker. I have a test scheduled on the 13th of February, and then will see my doctor on the 19th. But, he said that from what previous tests have indicated he would recommend the surgery. I'll keep you all up dated. I feel this is a very good time to tell you all how much having you for friends means to me. If for some reason the Good Lord takes me home, remember that my life was affected in a positive way by all of you. You shipmates were all very special to me. May God bless you all.



Betty & Gus – Y2K

Cdr Bert **HOWARD** (12/7) – Many thanks for your "leg work" on the radio call signs, Don. As soon as I saw them I saw the light. Ed Cox (former VP-2

type) asked me about them and we didn't have the answer but, I said I know how to solve the problem. Funny, I could list every other squadron I had been attached to. The "senior moments" are occurring every now and then. Again, thank you. Please extend to all in the Whidbey area best wishes for a Merry Christmas and Happy New Year! (Thanks to **Don Swendsen** and "**Foots**" **Huston** for confirming my memories of those VP-1 & VP-2 radio call signs, "**BACKDOOR**" & "**CAPE COD**" – editor).

Ruth & AW1 Rich **HUNT** (2/27) – We have been keeping ourselves pretty busy since our reunion last May. Had a couple of family gatherings and the company Ruth works for held their company picnic here. Then, in September, Ruth found out she needed eye surgery. Not one, but two separate operations. In October, the macular problem was fixed. Then in November, Ruth's father passed away. We managed to get through Christmas and the New Year. In February Ruth had the cataract removed from the same eye. Now she's waiting to get new glasses and contact lenses. Meanwhile, Rich's dad passed away in February. Ruth decided, just a few days ago, that she needed to take on another project. She is now the Membership Chairperson for our VP-1 P-3 Orion Pioneers association. So she can use any help she can get from you all out there! Rich is well and busy. We have lots of projects going, one a remodel of our kitchen. We enjoy hearing from everyone and getting together when possible with the Northwest bunch. Think we'll have to try for a get-together again this summer with the Northwest bunch. Potluck of course! Remember our e-mail address to let us know about squadron-mates you may find who are not already on our roster. It is "**rrrrnwester@aol.com**" In case you have ever wondered about our email address, here's the code: **RuthRichRanch-NorthWESTCorneR**.

HUNT UPDATE 3/10 — I (Ruth) saw the eye doctor on Thursday, 3/8. I have 20/20 vision close-up in my right eye.



Mike Glenn with Rich & Ruth Hunt – 1997

They had told me before surgery I would be lucky if I had 20/30. What a joy to see clearly again! I have a new contact for that eye. And, the best part, my left eye is not as bad as it was!

AT1 C. K. **KAUAI** (2/20) – Aloha all. I'm still kicking. I know I missed a good reunion in Pensacola. Hopefully there'll be no more missed reunions. I try to make two military outfit reunions, VP-1 and VO-67. VO-67 is having one March 23rd and 24th in Reno. I'll be there for that one. I'll have a note for the next newsletter.

Jo Ellen and AT2 Cliff **LEISINGER** (12/4) – This is one of those things I've been meaning to get to for a long time. (Joining VP-1 POPs). I'm gearing-up to do our Christmas cards, (our 1999 Christmas cards, that is. So, now you know I'm a confirmed procrastinator), and your VP-1 POPs post cards and newsletter jumped out at me. Jo Ellen and I are busy raising a family, running a business, and taking care of a house. We also do a lot of volunteer work so I appreciate the time and effort you undertake for all of us VP-1 POPs. Thanks for your work, Don, and best wishes for the holidays and 2001.

AEC Dave **NASS** (11/16) – Hey gang! I don't know all of you as I was basically one of the dinosaurs that we lovingly talk about. I was at Whidbey during the transition to P-3s and made the Iwakuni deployment in 1970, our first ever with Orions. What a trip that was! I remember the Marines complaining about our "**ILLEGAL ERECTION**" outside of the Chief's barracks. We 'cheeps' had "procured" a gigantic tent – the type you see used on M*A*S*H. We didn't see why in the world we would need special permission to put it up in the grassy area alongside the CPO barracks, but, alas, we were wrong. We were on MARINE property! But, we managed to have a couple good Sunday afternoon beer busts, with charcoal grilled burgers and hot dogs, and some hard-fought horseshoe games. Those were the times my friends – I thought they'd never

end. Brotherly love, Dave.

AE2 Steve **PALMER**. (11/15) – I have a lot of good memories of my Navy time, but the one regret I have is that I didn't stay in the Navy. I loved my job, and as many of you "older" Petty Officers told me, things aren't really much different on the outside. There are good and bad people to work with everywhere you go. My military time was valuable to me and I was hoping that my boys might decide to serve as well. I joined the Navy during the Vietnam War to avoid being drafted,



Dave - 1970

but I wouldn't exchange the experience I had in the Navy for anything. I went to AE "A" School in Jax, crew school in Norfolk and Pax River, and then was assigned to my first squadron, VP-5 in Jax, the "Mad Foxes". It was a good squadron. They sent me back to Pax River for P-3 "AE" Maintenance School. I joined the Navy in August of 1967 and didn't finally settle into my first squadron until about January of 1969. In May or June of 69, I took a duty swap to VP-42 at Whidbey. In the fall of '69 VP-42 was disestablished and I was ordered into VP-1. I turned 53 last November and I still say that my Navy experience was a great part of my life. I wouldn't want to go through some of it again, though. That "SERE" school was an eye opening experience, believe me. Maybe if I start planning now I'll be able to make the next reunion in Memphis. I really wanted to attend the one in Pensacola last May, but it just didn't work out for me.

AWC Virgil **PATTIN**. (11/11) – Hello



Steve — 1970

all. I have been getting things in order (since JoAnn passed away) and I feel that I now have a handle on things. I believe the worst is past and the time has come for me to get on with my life. I will go back to teaching radio at the VA Blind Rehab Center on the 20th and that will feel good to me. I plan to take up flying model planes again and building electronics and models once more. I might

even give prospecting a try. Now wouldn't that be something if I made a find. The support that I've received is great indeed and I thank all of you for that. I wanted to touch base with every one and let you know that I am doing well and perking along. More next time.

AW1 Keith **PRITCHARD** (1/7) – Keith checked in via telephone. Said that he had just gotten out of the hospital the previous day, January 6th, and was taking it easy. Keith had some heart trouble while at Beaver, Utah, and had to be airlifted to a hospital in Provo. Turned out he had a plugged heart vessel and the doctor had to put in a stint. Keith says he's doing fine since the procedure, and figured it'd be a week or so before he'd be back out driving his big rig over the highways and byways again. Hope all goes well and that you're doing fine when this newsletter hits your mailbox, Keith..

Gayle & Lt. Stu **STEBBINGS** (1/10) –



We are alive and well up here in Bellingham. I saw **Don Swendsen** the other day. Called him in the morning and then ran my bike (*big Kawasaki*) over to his place. We had a

Mexican lunch. Sue showed up later in the afternoon, returning from her mother's. Don is looking stronger and is talking about doing work around the house this spring. I see **Robroy Graham** (AE2) and his family regularly. We did a 5K family walk called the Jingle Bell Run over Christmas. We also did Veterans Day together. I am working on my garage trying to set it up as a workshop and motorcycle den. I recently rewired it and put in a new breaker box. After that its down to the boat for upkeep, as I have neglected it this past year. I hope to spend most of this summer sailing – traveling the Northwest islands and then heading on up towards Alaska. Don't know how far I'll get. Retirement is great – just wish there was more time in the day.

AMCS Mike **TAYLOR** (11/21) – We've had some real cold weather here (*Memphis*) this fall. Supposed to get down into the 20's tonight. All last week

was also cold. This time of year we usually have temps in the 60's. Congrats again on a very fine newsletter. We were in a unique outfit during some very trying times of our country's life. Peopled by some of the most inventive and dedicated shipmates that the Navy was ever blessed with. Even now I am amazed that those days still have a great influence on my outlook and character of daily life. And much that I learned there has aided me in reaching the goals I now enjoy.

Lois & Jerry **THORNBURG** (2/5) – Sorry we've been so long answering your questions. The Barbers Point beach cottages are still here, but now fenced-in and controlled by Navy Special Services at Barbers Point. The base housing is still all here but we have noticed that there are a lot of open units down by the gull wing hangar (our old P-3 hangar – I remember it as the VW hangar – I moved into it in 1957 or '58 when it was brand-new). The Army is now in control of all military housing on Oahu, and members of all services may be assigned to any of the housing areas. A new arrival can opt to wait for assignment of choice, and some are refusing Barbers as it is too far from just about any of the current military sites.

Florence & AWC Jerry **VONRONNE** (11/17) –

Received the November copy of the VP-1 POPS Newsletter – BZ, shipmate (or squadron mate). I immediately read it from cover to cover (as I always do). Good Lord, it sure brings back the memories. Love to hear about all the other squadron folks and what they are doing or have done. Sorry we couldn't make the Pensacola affair. By the time the 2003 reunion rolls around, I think we will be firmly ensconced at our new digs in Fallon, NV. Just swell! Instead of driving from Maryland to Memphis, we'll have to drive clear from Nevada. The story of my life, I'll tell you. Always on the wrong coast at the right time – that's us.

Tina & AMSC "Willie" **WILLIAMS** (12/14) – Guess we owe y'all an update on what's been happening here in sunny Pensacola. Truth is I've been so dog-



goned busy, and have so many things on my mind, that it seems the time just slips away. Tina & I just got back from West Florida Hospital a little while ago. They had to balloon the artery in Tina's arm where they installed the fistula for her kidney dialysis. Thank God it worked. That saves her from undergoing further surgery on that arm. Tina's doing pretty well now. She's gained her weight back and also her hair grew back. In fact we had a big get-well party for her on the patio a few weeks ago.

As for myself, I'll probably be having heart surgery in the near future to replace a leaking valve. I'm scheduled for an upper G. I. series in the morning at the Navy Hospital. They suspect I might have an ulcer. Can't understand why I would develop an ulcer over all our recent problems. After all, I was in the squadron with Don Grove for three years and never got an ulcer. Ha, ha! I had a physical about three weeks ago and the doctor said I'm in pretty good shape for the shape I'm in. Well enough about health problems.

Our Comfort Inn, where most everyone stayed during the Y2K reunion, was robbed in November. Some guy came in there around midnight, put a knife to the clerk's throat, locked her in a room, and took all the money. I haven't been down there to talk to the gals yet and get the whole scoop.

I'm in the process of closing-in "Willie's Filipino Beer Garden" for the winter. I like that name you gave my patio, Don – in fact I'm going to have my brother make me a sign with that name that I can hang out there.

A group of us went to a Saints football game in New Orleans a couple of weeks ago. We had a blast as usual. The fellow that was in charge of the trip had a stroke so I ended up taking over for him. One of the people asked me if I'd been a drill instructor in the military. I told him no, I was a Navy Chief in VP-1. These fifty-two members of the Elks Lodge were apparently used to getting their own way. Not on my watch! But, they were so impressed that they want me to run the football trip again next year.

WILLIAMS UPDATE — *I spoke with*

Willie on the phone a few days ago. He asked me to announce that the VP-1 emblem for our plaque that will be presented to the Naval Air Museum has been completed. His brother made the eagle and



"Willie" — Y2K Reunion Coordinator

globe emblem (the VP-1 logo of our era), and Willie will have it mounted on an appropriate plaque with an engraved plate. Then it'll be ready for public display at NAS Pensacola's Na-

val Air Museum.

Willie also said that his wife, Tina, recently had a check-up at the University of Alabama hospital in Birmingham. That's where she underwent carotid artery surgery a few months ago. They now report that her artery is 100% clean! (Editor)

LIGHT AIRCRAFT AT U-TAPAO?

Cdr Bill Johnson, XO & CO

Coming from P-2V's to P-3's was memorable. How proud I was to be flying a brand new heavyweight "Bravo". Four big engines, pressurized, weighing in at 135,000 pounds. What a wonderful BIG AIRPLANE! Then, during our 1972 deployment to Cubi, we were ordered to operate a detachment from U-Tapao, Thailand. U-Tapao was the home of an Air Force B-52 wing, then in the process of bombing North Vietnam. BUFA's and KC-135 Tankers. We checked in with U-Tapao Tower and they called us "Navy light aircraft". My bubble burst! I guess our weight was about the same as a B-52's fuel load. I'll take P-3's any day though!



Bill and Patty at the Y2K Reunion Picnic

EDITOR'S

CORNER

New (Old?) Color Scheme. There's a new gloss paint scheme that will soon become standard for all U. S. Navy P-3C Orions. The current dull gray Tactical Paint Scheme (TPS) has become a maintenance headache due to difficulty in maintaining the paint film. It's also contributing to corrosion problems. The "new" gray paint is the same color as the "old" gray, (known from the white over gray paint scheme



previously used on P-3s — before the change to the TPS). For EP-3E ARIES II aircraft, it's been decided to paint them in the pre-TPS "white over gray" scheme! (Seems that the wheel keeps going around). From the P-3 Orion Research group.



Payday 2001 — Know what you'd be pulling down monthly if you were on active duty now? Here are a couple of examples. I picked a PO1 (E-6) with over 12 years service, and a Lcdr (O-4) with over 12 years of service, both drawing flight pay, for these following examples.

O-4 Base Pay, \$4629.30; BAS, \$160.42; BAQ, \$1749 (in Hawaii — only \$1140 at Whidbey Island); Aviation Career Incentive Pay, \$650. Total, without hardship duty pay, sea pay, COLA, etc., = \$7188.72 per month, or \$86,264.64 annually.

E-6 Base Pay, \$2196.90; BAS \$229.80; BAQ \$1358 (in Hawaii — only \$820 at Whidbey Island); Flight Pay, \$215. Total without hardship duty pay, sea pay, COLA, etc., = \$3999.70 per

month, or \$47,996.40 annually.

Getting transferred during 2001? The dislocation allowance now is: Lcdr, \$2278.89; PO1, \$1530.71.

2001 Retirement: A Captain (O-6) with 30 years service, \$5,482 per mo.; a Lcdr (O-4) with 20 years service, \$2,617; a Master Chief (E-9) with 30 years service, \$3,045; a Chief (E-7) with 20 years service, \$1,379.

(I retired 20 years ago as a Master Chief (E-9) with 30 years service. My retirement pay now equals that of a Senior Chief (E-8) with 30 years service. So, for pay purposes, it seems I have been demoted one grade since retirement. Editor).

Paid-up **membership** in our VP-1 P-3 Orion Pioneers is currently at 230. That's about twice as many as I thought we might have back in our infancy. But, it's not enough. There are still lots of guys out there who were in the squadron sometime between the beginning of 1969 and the end of 1974 who have yet to be located. It would be great if we could find everyone, whether they join-up or not. At least they could be notified of upcoming scheduled events, whether national, regional, or local.

The Hunts, Rich & Ruth, are already dropping hints about a summertime potluck cookout for us VP-1 POPs folks up here in the Northwest corner of the contiguous 48. We'd like to see others have some localized gatherings in their respective areas. Might be they could come up with some fresh ideas.

New members who've come on board since our last newsletter are: Lt. Brian & Lynne **Cronyn**; Lcdr George **Konetchy**; AT2 Cliff & Jo Ellen **Leisinger**; and AT3 Dave & Tina **Sanders**. Welcome aboard!

If you locate an old squadronmate who wants to join our group he can do so now for a \$5 dues payment. That will pay dues for the rest of this year, 2001. He'll then have to pay his regular two-year dues of \$10 at the beginning of 2002.

Our dues are a paltry \$5 per year, but are collected only every other year — in even numbered years — \$10 at a time. All of us will need to pay our dues again at the end of this year for the 2002-2003 bien-

nium.

If you come across any prospective members please contact me or our newly appointed **Membership Chairperson, Ruth Hunt.** Ruth's address is P O Box 342, Bellingham, WA 98227-0342. Telephone, 360/398-1696. E-mail, "rrrnwestcr@aol.com".

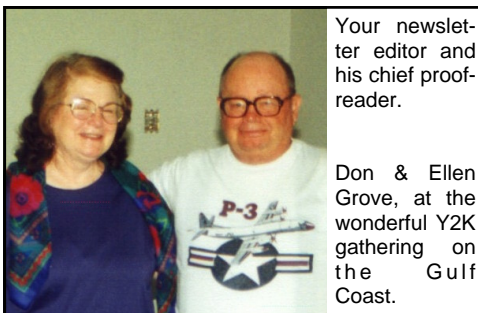
My address is 2024 Briarwood Dr., Oak Harbor, WA 98277-8546. My phone number is 360/679-6161. My e-mail address is "groovy@whidbey.net".

We have a list of names of somewhere around 300 men who were in the squadron during our era that have not yet been found. If you'd like a copy of this list I can send it to you via e-mail for no cost. If you want a printed copy you'll have to send in a buck (\$1) to cover duplicating and mailing expense. Sorry, but we're on a tight budget here.

The same is true for anyone who'd like an updated copy of our VP-1 POPs "roster". It's free electronically via e-mail, but \$1 for a printed, mailed copy. Our roster lists everyone we have located, be they members or not. It denotes which persons are members and which are not. It also lists deceased personnel, at least those that we know about.

To those of you who have sent me articles, anecdotes, stories from the past, sea stories, or even outright fabrications, for inclusion in our newsletter, I commend you. THANKS! Without your help our newsletter would be pretty bare. I still have a few inputs that haven't yet been printed, but they will be – in future issues.

For those of you who haven't contributed anything – please get on the ball. At least a few words that I can include in our "MEMBERS SPEAK" column. Believe it or not, our other members, folks who haven't seen you for 30 years or so, would like to hear from you – even if just a few words. You can send things to me for inclusion in a newsletter by e-mail, snail-mail (postal service), telephone, telegraph, or any way that works. There was a meeting held on February 4th at the home of our association president. All your officers were there, President Don Hanson, Vice President Rich Hunt, and Secretary & Treasurer Don Grove. Steering committee members



attending were Jeff Barclay, Gene & Carol Poole, Fred & Fennina Fink, Ruth Hunt, Ellen Grove, Fay Hanson, and Jim & Pat Harvey. Stu Stebbings had to cancel out at the last minute. Don and Sue Swendsen had another important meeting they had to attend that day, so were excused.

The gathering's main item of business was approval of our by-laws. The by-laws were okayed by the group with just a few minor changes. These rules will guide us in operation of our association. The by-laws will be brought before the general membership at the 2003 Memphis reunion for ratification.

It was decided that we'd aim for publishing three newsletters per year – approximately every four months. Next issue should hit the streets in July. Deadline for article submission will be June 15th.

It's time to start making your plans, and hoarding greenbacks, for our next reunion. We want to see everyone there! Those who haven't yet attended one of our big bashes are really missing out. All who were attached to VP-1 anytime from the beginning of 1969 to the end of 1974 are invited to attend and enjoy the comradeship and trips down memory lane. One doesn't have to be a member of the VP-1 P-3 Orion Pioneers to attend a reunion. Y'all come on down, hear!

MORE SAD NEWS. Here is an e-mail sent by Fooths Huston back at the end of December. "As I think you all know, I had my right hip replaced in August. Everything went great and I was well on my way to complete recovery. In mid-October I began to notice a progressive weakness, followed by numbness and tingling in my hands and feet. By December I had full body spasms. On 12/17, while waiting for a referral to neurology, my right leg collapsed and I went down in a glorious heap on the bathroom floor, too weak to get up. Sharon called 911 and away we went. A few hours later we had a diagnosis, con-

sult, MRI, and surgical date! I was suffering from a cervical myelopathy. A herniated disc had severely pinched my spinal chord. During 6½ hours of surgery my 4, 5 and 6 cervices were fused, plated and pinned, and excess bone was removed from the 7th cervix. I felt better almost immediately! I began to get feeling back in my fingers, and feel some strength returning. On Wednesday afternoon, 12/20, I was discharged from the hospital. Then – at 0330 on Thursday I experienced the worst pain in my life. I thought my entire belly was on fire! I was completely out of it, so Sharon once again called 911, and once again we ended up on the very short list for surgery. This time it was a perforated duodenal ulcer probably spurred by the steroids I was being given for the neck. I have been sliced, diced and fused all I care to be for a long, long time. I have scars on top of scars, staples all over my body, etc. We look forward to a happier and healthier 2001."

After receipt of the above — nothing. Silence! Bill Johnson informed me just a couple days ago that he and Patty had finally contacted Sharon Huston by phone and found out that Fooths had yet more surgery after the episodes described above, and that he is recuperating in a hospital. Let's hope that this is the end of his problems and our squadronmate is back on his feet soon. I miss his stories on the e-mail joke line.

THE END



VP-1 P-3 ORION PIONEERS
C/o DON GROVE
2024 BRIARWOOD DR
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