



"THE FLEET'S FINEST"



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**NEWSLETTER #24 -- JANUARY-FEBRUARY 2008**  
(go: <http://www.vp1pops.com/newsletters/newsletters.html>)

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

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

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**HOW TO JOIN OR RENEW YOUR MEMBERSHIP** To join or renew your VP-1 POPS Membership, complete the attached Membership Information Form and send it to our Secretary/Treasurer, Reisse Perrin.

*All membership dues, new or renew, for the next Biennial (2008-2009) are \$15.00. It has been the custom to pay at the ongoing reunion in the past. Biennial VP-1 POPS dues are normally assessed in January of each even numbered year. Note: This form may be reproduced and send to eligible buddy's you know!* (REV. DEC 2007)

**VP-1 P-3 ORION PIONEERS**

**MEMBER INFORMATION FORM**

Please send the information requested below to VP-1 POPS for administrative records. If you do not want your address information to appear on the master roster please so state and it won't be published. Ditto for phone numbers and e-mail addresses – if you don't want them listed please so state. Send the completed form via snail-mail to **VP-1 POPS, c/o Reisse Perrin, 7721 Settlers Avenue, Boise, ID 83704; 208-322-0188; reisse@rlcpa.com**. Or, send the information via e-mail, responding by item number, to [reisse@rlcpa.com](mailto:reisse@rlcpa.com)

1. NAME: \_\_\_\_\_  
\_\_\_\_\_(first) (middle initial) (last)

2. MAIL ADDRESS: \_\_\_\_\_ (street or PO box)  
(city / town) (state) (ZIP)

3. RESIDENCE: \_\_\_\_\_ (street ) (city /  
town) (state) (ZIP)

4. SPOUSE NAME: \_\_\_\_\_ (first) (middle ini-  
tial) (last)

5. TELEPHONE: Home \_\_\_\_\_ Work: \_\_\_\_\_ Cell: \_\_\_\_\_ Fax: \_\_\_\_\_

6. E-MAIL ADDRESS  
(ES): \_\_\_\_\_

7. WEB PAGE URL: \_\_\_\_\_

8. BIRTHDATE: \_\_\_\_\_ 9. RANK OR RATE IN VP-1: \_\_\_\_\_ 10. DATES SERVED IN VP-  
1: \_\_\_\_\_

11. SIGNIFICANT BILLETS/ASSIGNMENTS IN VP-1:  
\_\_\_\_\_

12. FLIGHT CREW(S) SERVED IN: \_\_\_\_\_ 13. NICKNAME(S) KNOWN BY IN VP-1:  
\_\_\_\_\_

14. IF RETIRED MILITARY, DATE RETIRED: \_\_\_\_\_ 15. RETIRED RANK OR RATE:  
\_\_\_\_\_

16. CURRENT OCCUPATION / EMPLOYER:  
\_\_\_\_\_

17. WHERE HAVE YOU BEEN & WHAT HAVE YOU BEEN DOING SINCE YOU LEFT VP-1?  
\_\_\_\_\_

**PLEASE USE THE REVERSE SIDE FOR FURTHER INFORMATION, REMARKS, COMMENTS, OR  
QUESTIONS**

**DON'T FORGET TO SEND US A RECENT PHOTO**

**Note: This form may be reproduced and sent to eligible shipmates you know!**

**BRANSON BASH 2007: ANOTHER POPS SUCCESS**

By Dick Haglund and Bill Johnson

The 2007 Branson Bash – the POPS' 10<sup>th</sup> anniversary – was a ringing success. Weather was unseasonably warm but there were few complaints. Thanks to the efforts of Bill and Patty Johnson, Branson turned out to be an ideal location for the re-union. Branson is in the heart of the Reunion Zone and features many attractions, including the

Branson Belle Showboat, the Veterans' Museum, and an apparently endless number of supper clubs and professional stage shows. The shows were great, the golf was first rate, and the accommodations at The Branson Grand Plaza Hotel were nice and reasonably priced.

We had nearly 130 members in attendance, and it was terrific catching up with old friends, familiar faces, and the first timers. Our VP-1 family continues to grow and friendships draw tighter.

The four day event culminated with the business meeting on Sunday. Due to an unfortunate and untimely bout with pneumonia, president Louie Tafoya was confined to bed and missed the event. The meeting went forward, led by Rich Haglund, but Louie was sorely missed by all.



The business meeting succeeded in electing new officers and selecting a reunion site for 2009. The new officers for 2007 – 2009 are:

**President: Dick Haglund**  
**Co-VPs: Gary Spees and Rick Salas**  
**Treasurer/Secretary: Reisse Perin**  
**Chaplin: Carson Hunt**

*Members asked KB Sherman to remain Web Coordinator and, in addition, asked that he also become Newsletter Editor. KB accepted.*

Thanks to all for stepping up to keep the spirit of VP-1 POPS alive.

The site selected for the 2009 reunion is **San Diego, CA**, and will be hosted by Jim McAllister. San Diego promises to be another great location because of its warm climate, multitude of activities, and military facilities. Thanks to Jim for the proposal and willingness to take on the next re-union.

The board met after the business meeting to discuss and arrive at the goals of the next biennia. They came up with the following:

1. More frequent newsletters. This will only be accomplished with your participation. As mentioned at the business meeting, the content of your news item is limited only by your imagination. Share your vacations, retirement, kids, grandkids, volunteer activities, etc. We want to get to know each other beyond just our military experience. Send your information to KB Sherman for selection for publication.
2. A new updated roster with addresses, phone numbers, and email addresses for all members.

The Branson Bash was another Navy treasure, and it was wonderful seeing all that attended.

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### **Underwater and undercover: how nuclear subs were first line of Falklands defense**

By Michael Evans

Five Royal Navy submarines lined up, submerged, on the edge of Argentina's 12-mile territorial limit to provide early warning of bombing raids on the British task force during the Falklands conflict, according to a new account of the secret role played by the nuclear-powered vessels.

Trailing wire aerials behind them, the submarines were able to pick up launchings of Skyhawks and other aircraft from the main base at Rio Grande, pinpointing their type and number, and giving the task force 45 minutes' notice in which to react.

The details of the 1982 mission, which was never discovered by the Argentineans, have been revealed by the former second-in-command of one of the boats, HMS Conqueror.

The threat from Argentina's Sky-hawk bombers, armed with 1,500lb and 2,000lb bombs, and its Super Étendards, fitted with sea-skimming Exocet antiship missiles, posed the gravest danger to the task force, mainly because the Royal Navy lacked any proper early-warning system.

The presence of five nuclear-powered submarines – HMS Conqueror, HMS Splendid, HMS Spartan, HMS Courageous and HMS Valiant, and one conventional diesel-electric submarine, HMS Onyx – provided the solution.

However, eventually the five nuclear-powered submarines took up positions on the Argentine 12-mile limit to act as early-warning platforms. There were several dramatic incidents.

In transit to the 12-mile limit HMS Conqueror got her floating wire aerial wrapped around her propeller. All the divers on board the submarine volunteered for the dangerous task of untangling the wire. HMS Conqueror surfaced and eight volunteers successfully removed the wire. With the 45-minutes warning from the submarines, Sea Harriers on combat patrol were alerted and several Argentine bombers were destroyed, forcing others to return to base. HMS Conqueror arrived back at Faslane, its home base on the Clyde, after 90 days continuously at sea.

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### **WRONG LIGHTUP**

(or, "Why they took the searchlights off maritime patrol aircraft")

By F. "Mac" McComas

We were on a night training flight off the Eastern Shore of Virginia in the late 50's. The flight was to train radar operators (me) and pilots/copilots to pick up a target (a possible snorkeling Russian submarine). I would pick up a target among all the clutter, guide the pilot into the target and at the last mile, he would light-off the searchlight operated in the cockpit.

We lit-up several smaller craft or floating debris and played around with them, when I noticed a fairly large target coming into our area. We were about 15 miles off shore and I thought it could be a freighter or tanker or something good to play with.

I called the cockpit, told the pilot where it was and he turned the aircraft around to the heading I gave him from the radar. It was about 20 miles away, and I adjusted the pilot's heading several times to bring the target right under the right wing. We proceeded to the target and at the one-mile range, I instructed the pilot to "light up" and told him it should pass right under the right wing. All the crew looked out the closest window to see just what we had picked up. We were at about 500' altitude.

What a surprise on both sides when a large, expensive yacht came into view and about 30 people in tuxedos and evening gowns were dancing on the deck. They scattered like chickens that had just seen a fox. The pilot pulled up and we were laughing so hard, we had to take a break and calm down. I had only been in the Navy about two years and on an aircrew as a new operator about six months. I thought

I had really messed up, but to shouts of "Way to go, Mac!" I joined the laughter. The whole crew was jovial the rest of the flight and word travels fast around a squadron. I got grins and laughter for several days.



**VP-1 P-3 ORION PIONEERS**  
**GENERAL MEETING MINUTES OF 7 OCTOBER 2007, BRANSON, MO**

The meeting was held at the Branson Grand Plaza Hotel, Branson, MO, 7 October 2007, in conjunction with the tenth anniversary of VP-1 POPS.

**CALL TO ORDER**

Treasurer Rich Haglund (standing-in for Louis Tafoya who was ill) called the meeting to order at 0934.

**OPENING PRAYER**

Chaplain Carson Hunt and member Mac McComas read the list of shipmates gone but not forgotten.

**WELCOME AND RECOGNITION AND THANKS**

Rich Haglund welcomed all members and guests and then recognized the Board members for 2005-2007. Hearty thanks were also offered to Bill and Patty Johnson for the fine work they did in arranging a first-rate reunion in Branson.

**FINANCIAL REPORT**

Treasurer Rich Haglund reported that the POPS treasury has a total of \$3,367.73 in savings and checking and no outstanding bills. A total of forty dollars and change from a pre-existing petty cash account from 2005 could not be accounted for and the members voted to excuse this discrepancy. Members also voted to pay from the treasury any subsequent bills resulting from reunion no-shows. This amount is believed to be very small.

**OLD BUSINESS**

Nothing pending.

**NEW BUSINESS**

1. Election of Officers

The floor was opened for nomination of officers. Because there was a tie between candidates for vice-president, members approved the election of co-vice presidents. The nominees elected by the membership for the 2007-2009 period are:

President: Rich Haglund

Co-vice presidents: Gary Spees and Rick Salas

Treasurer/Secretary: Reisse Perrin

Chaplain: Carson Hunt

KB Sherman agreed to continue as Webmaster and to also assume responsibility for the Newsletter.

## 2. Next Reunion Location

Members had a number of suggestions for next (2009) reunion location. These included San Antonio/Galveston, TX; San Diego, CA; Reno, NV; Oahu, HI, Boston, MA; and a Cruise to Mexico. The overwhelming winner was San Diego. Jim and Marlene McAllister volunteered to be the Reunion Coordinators. Because there was some strong interest in a POPS cruise to Mexico, Willie Williams offered to coordinate such an event for early 2008 if enough members are interested.

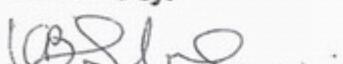
## ADJOURNMENT

Meeting was adjourned at 1035.

## AFTER MEETING ITEMS

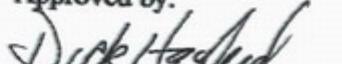
1. Photo Book. Carson Hunt volunteered to create the reunion picture book. Members were asked to send him photos they had taken.
2. Bill Johnson, Jim McAllister, and Gary Spees read letters from members who were unable to attend the reunion.
3. Cliff Freund encouraged members to join organizations that support the military and lobby Congress for better treatment of veterans.
4. Rich Haglund recognized the three former VP-1 commanding officers present: Cliff Freund, Bill Johnson, and Russ Fredrick.

Submitted by:



KB Sherman  
Secretary (outgoing)

Approved by:



Rich Haglund  
President

## REUNION "ACES"

It takes five to become an Ace and we've had five reunions:

1997, Bellingham, WA; 2000: Pensacola, FL; 2003, Memphis, TN; 2005: Bath, ME; and 2007: Branson, MO. Fifteen of our POPS Squadron have 100% attendance at all five reunions.

The "ACES" are:

Mike and Jonni Creger, Russ and Peggy Fredrick, Jim and Pat Harvey, Carson and Christine Hunt, Merle "Fooths" Huston, Ben Johnson, Bill and Patty Johnson, Jimmy Lee, and Frank and Renee Raynor. Bravo Zulu!

## REUNION TRAVELERS

Our member who traveled the farthest distance to the reunion was Steven Boling. Steve came to Branson from Wasilla, AK, which is north of Anchorage. Welcome to the lower 48 Steve, and thanks for making the effort and joining VP-1 POPS, a new member! Another of our long distance (?) travelers was Eddie Dayrit. Eddie got caught up in one of those airline trips from hell with canceled flights, missed connections, overbooked airplanes, lost luggage and an overnight stay in Detroit. It took Eddie and Beverly 48 hours to make it from Jacksonville to Branson. We're glad you persisted, Eddie. We all were glad to see you again!

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## NEWS FROM POPS MEMBERS



**Doug Crowe** was the Lockheed Tech Rep with VP-1 during the squadron's 1971 P. I./Vietnam deployment. He has been retired from Lockheed (Burbank) for quite some time now, and resides in Las Vegas. Here he is pictured with MAJ **Nicole Malachowski, USAF Thunderbirds Wing Pilot**, at Nellis AFB, Nov. 10, 2007.

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**Robert Lundstrom** reports in from Oak Harbor, WA. LTJG Bob Lundstrom was Aircraft Div Off and a member of Crew 8 in VP-1. Bob went on to VP-30, Air Command and Staff College, VP-17, and then left the Navy to get into business. Joined Navy Reserves in 1983 and was XO/CO of VP-69, retiring in 1994 as a CAPT. He now owns his own business. He invites his old shipmates to contact him at 2330 Strawberry Pt. Rd., Oak Harbor, WA 98277, Cell: 360-672-3835, lundstrm@msn.com.

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*From the past: NAS Barbers Point, HI, 1971.  
Many memories. Gone but not forgotten...*





**Bill and Patti Johnson** left Branson and shortly thereafter found themselves in Tanzania, Africa, in November with Overseas Adventure Travel in a group of 12, including son Mathew. They traveled in closed-sided 5-seater Toyota Land Cruisers with four-wheel-drive and with the roof hatches off during our game drives. The roads we traveled were mostly one lane dirt and very rough, bumpy and dusty. Six nights were spent in tents with buckets-on-poles for showers. They saw close up and personal dikdiks, impala, warthogs, giraffes, cape buffalo, herds of elephants, water buck, wildebeest, zebra, monkeys, baboons, ostrich and lions. “The highlight was finding the carcass of an impala hanging in a tree which meant that a leopard must be nearby, reports Bill. “We finally spotted the leopard stretched out on a limb high in the next tree from the carcass. It was almost impossible to see the leopard but saw his legs hanging down from the limb.” They also had the chance to visit Olduvai Gorge, site of the oldest known pre-humans, and a Maasai Village, where they sampled a local “health drink” of young cow blood mixed with milk.

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**Gary and Melanie Spees** report that on the way home from Branson, they spent two days in Jackson Hole, WY, and then three days in Yellowstone Park. Home again in WA, Gary and Melanie have continued with their work in community theater, and Gary (middle) had the opportunity to play a small part in the movie, *Zombies of Mass Destruction* We'll wait for it to hit our local theaters.

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In early January **Bob McCoy** underwent surgery for health problems that have been dogging him, reports **Lou Tafoya**. Bob did well and left the hospital to recover with his daughter, where he was reported to be doing well. Are prayers are with Bob.

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**VP-1 Crew 8: 1971 (left) and 2007 (right). Can you tell the difference? (me, neither)**





**Brian Patterson** checked-in from Maine, where Brian reports that a recent camping trip went well. Pictured are Brian (Navy hat), his son, Jason (Army hat), his grandson, Jason, and his dog, Rat. Brian is at BBPPatter-son@aol.com

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Also ... **Dan Garrison** wrote from Oregon that he is retired from Boeing Aircraft... **Jeff Barclay** writes from Ferndal, WA, that he is employed as purchasing manager with Haskell Corporation ... **Mike Zins** wrote to say that he was sorry to have missed Branson because of recent surgery but is on the mend now. He retired after 30 years as a pilot with Northwest Airlines and is now a farmer as well as flying part-time for Prairie Vent Aviation... **Pete Drees** is retired in San Diego after having worked for General Dynamics/Convair... **Bob Nedry** writes from Pompano Beach, FL, that he remembers fondly Buffalo Bob and his Flying Circus (Crew 3) and their duty together in Vietnam... All POPS members are encouraged to send their updates for the next newsletter to KB Sherman (address above).

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#### **TWO SHIPMATES FINALLY COME HOME**

**LE MARS, IA (AP)** Connace Fraser was handed a lapel pin to wear to a memorial service for her brother Friday morning in Le Mars. "It's Never Too Late," it read. "Welcome Home."

The message was simple, powerful and apt. Fraser wore the pin as 150 friends and family members gathered at Grace Lutheran Church to honor the life of **LTJG Norman L. Roggow**, a Navy pilot who was killed in action Oct. 8, 1967, in Vietnam when his plane crashed into a mountainside. He was 26 at the time, the oldest of five children.

"I thought there might be 10 or 12 people here other than our family," said Curtis Roggow, Norman's younger brother. "I can't tell you how impressed we are with the support we've seen." Roggow's funeral included 40 Patriot Guard Riders from North Dakota, South Dakota, Minnesota, Nebraska and Iowa lining the entrance to the church. Many were Vietnam veterans, and they all carried U.S. flags.

Roggow grew up on a farm eight miles north of Aurelia. He played basketball for Brooke Consolidated School, and was one of eight members of the Class of 1959, the last class to graduate from the rural school. "He was smart as a whip," said Vincent McGee, a junior at Brooke when Roggow graduated. "And he was a better basketball player than me!"

After he graduated from Wayne State College in 1963, Roggow joined the Navy and became a naval aviator. Four years later he was flying missions off the coast of Vietnam. On Oct. 8, 1967, Roggow was serving as the co-pilot for a radar plane. The flight went ahead even though there was foul weather, and ended in tragedy when it crashed into a mountain 10 miles northwest of Da Nang as it tried to return to its carrier, USS Oriskany.



"The day his plane went down we had two men in uniform from the military come to our home," said Curtis Roggow, then 14. "I got this pit in my stomach." Four days later the military confirmed there were no survivors.

That was it — until Oct. 24, when the Department of Defense POW/Missing Personnel Office announced the remains of five servicemen, including Roggow, had been accounted for and would be returned to their families for burial with full military honors.

The family planned a funeral service for Friday. They expected a small turnout. Norman died 40 years ago, after all, and much of his family now lives in Minnesota and Kansas.

"When we saw the Patriot Guard Riders standing out here in this frigid weather, we were amazed," Curtis Roggow said. "And to have (Iowa) Gov. (Chet) Culver lower all flags for Norman, it really meant something."

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**FORT WORTH, Texas** (AP) - Almost 40 years after his plane was shot down while scanning the waters off Vietnam for Viet Cong, the remains of a Navy airman from Fort Worth will be laid to rest Monday. The remains of **LTJG Frank E. Hand III** were buried at the Dallas-Fort Worth National Cemetery with Navy F/A-18 Hornets performing the "missing man" formation over the cemetery — a special gesture for Hand's younger brother Bruce Hand. "This has all been good," Bruce Hand said. "Everything has just come together beautifully."

Frank Hand, 26, along with three other officers and eight sailors, took off on a routine mission on April 1, 1968, in a VP-26 P-3 Orion from an air base in Thailand. His airplane — he served as co-pilot — was hit by anti-aircraft fire from a Cambodian gunboat, according to news accounts. The pilots attempted to fly to land, but the four-engine aircraft didn't make it. No one survived. All searchers found of Hand, according to the Defense Department, was a boot bearing his name.

On April 24, 1968, he was laid to rest in Barrancas National Cemetery in Pensacola, Fla., where his wife wanted him buried. But, in the summer of 2002, a team of Defense Department MIA hunters in Ho Chi Minh City got a call from their counterparts in the Vietnamese government. Some fishermen had discovered human bones and airplane wreckage in the Gulf of Thailand. Some months later, the bones were flown to the Joint POW/MIA Accounting Command in Hawaii, where they stayed in a laboratory for five years. When an official with the Department of the Navy eventually called Bruce Hand and requested a blood sample, he was excited. Still, he said, "I had to tell myself to sit down, nothing is going to come of this." But the Navy made a successful DNA match, and the Department of Veterans Affairs gave Bruce permission to place Frank's remains in a columbarium at the Dallas-Fort Worth National Cemetery — ordinarily not allowed because he already had a spot at a national cemetery.



Bruce Hand shows a photograph and medals of his brother, LTJG Frank E. Hand III, who died in 1968 in Vietnam. DNA from Bruce was used to identify the remains of his brother.

Frank was born in 1942 in Charleston, S.C., when their father was an instructor pilot for the Navy during World War II. But the family had moved to a house on Westbrook Avenue in the summer of '51 when Frank Hand Jr. took a job with the Federal Aviation Administration in Fort Worth. After studying architecture for several years in college, Frank was drawn to naval aviation. He joined the Navy in 1964 and struck for a commission as a naval aviator.

Larry Greer, a spokesman for the Defense Prisoner of War/Missing Personnel Office in Washington, said finding additional remains of servicemen happens more often than people would think.

"It amazes me when I hear that Vietnamese villagers or fishermen have gone to the trouble of finding who to give these to," Greer said. "It tells me that they are very much aware of the U.S. commitment to the recovery effort."

Hand's name is one of the many etched into the Vietnam Memorial in Washington, DC.

The Navy provided four F/A-18 Hornets to perform the "missing man" formation over the cemetery when Frank was finally laid to rest.

"This has all been good," said Bruce. "Everything has just come together beautifully."

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#### More Branson 2007 pix...



**VP-1 P-3 ORION PIONEERS**  
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TO: