



****SPRING, 2013****

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

All membership dues, new or renew, for the next Biennial (2010-2011) 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.

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From: James Lee [mailto:kcmc03u2@juno.com]
Sent: Saturday, December 29, 2012 9:32 AM
Subject: RE: ADCS Jim 'Spade' Cooley

James S. Cooley, Sr. obituary with recent photo may be found the following URLs:

www.dalyleachchapel.com

<http://www.dalyleachchapel.com/obituaries.php>

From: Donald Grove [mailto:oldfogy@cablespeed.com]

To: Donald Grove

Subject: ADCS Jim 'Spade' Cooley

Don't know if you are aware of the below info. Jim was a P-3 Flight Engineer with VP-1. Don G

Senior Chief Jim Cooley passed away on November 29, 2012. He and his wife of 55 years were with the squadron at Whidbey and in Hawaii. Corvallis, Montana has been their home since he retired. Bert (Mrs. Cooley) asked me to pass the info to his shipmates. Lena Hamilton

From: Louis Tafoya [ljtafoya@msn.com]

Subj: James Sidney Cooley

Dear All,

So sorry to learn of Jim's passing! When I first checked into VP-1 in 1971, we were both assigned in QA. I haven't done much e-mail lately, so I did not know he wasn't feeling well. I hope there was not much suffering. May Jim Rest In Peace. I was 74 on 29 November, so for sure I will think of Jim then! Take care good people, and may the Lord Keep and Bless You All.

Louie/Taf

From: Fredric Fink [ffink1@comcast.net]

Sent: Thursday, May 16, 2013 11:13 AM

Subject: Dave Betz

Dave Betz's ankle is on the mend [old injury—KBS]

He said he had a checkup yesterday and all is well.

No weight bearing though, and no driving.

No too happy about that.

[Glad to hear Dave is doing well – KBS]

From: Louis Tafoya [ljtafoya@msn.com]

Sent: Saturday, February 23, 2013 11:42 PM

Subject: C-130s involved in getting our people out of North Vietnam (NF)

Forgot who I got this from, but thought y'all would appreciate the story! Louie/Taf

An interesting short story, few have heard or even knew about. Two C-130's flew into North Vietnam to pick up the remains of about 36 POW's who died in captivity. Very interesting reading – especially the approach into Hanoi and loading the bodies.

Subject: C-130s involved in getting our people out of North Vietnam (NF)

I got this from Joe Kittinger and it is a story I had not heard of before. It is a good story of retrieving our KIA/POW dead from North Vietnam using C-130s and I always thought it was C-141 which flew into Hanoi for our people. It is told only by someone who may have bombed Hanoi and wasn't about taking any crap even in enemy territory. He also makes it humorous at times with the things they did in landing and taking off at the airport in Hanoi.

I'm sorry this has taken so long. I would be a great procrastinator if I ever got around to it!!

I've been toying for years about writing the full story, but just haven't done it. May still do it some day.

I'll give you a down and dirty version so I don't waste too much of your time.

A little background first: I had flown in and out of Hanoi twice before---flying out of U-Tapao AB, Thailand---with the peace negotiating team. Both times, we were ordered to wear civilian clothes and be nice to them. They took our pictures as we sat around a table for a briefing. The infamous "Rabbit" was in charge. At least that's who we thought it was. Big ears. They then took us to a hotel and fed us in a banquet room. The food was delicious and we were ordered to drink their beer when offered. It didn't taste too bad and was only about 2-3% so the brass weren't concerned about us being able to fly afterwards. Then they took us to museums---their War Museum on the first mission. They had parts of our warplanes that had been shot down and also showed us the gun where Hanoi Jane Fonda sat for that infamous picture. I don't know if it was the real gun or not---didn't matter---I think they just wanted a reaction. They got none from any of us. We were allowed to take photos of certain areas. They wouldn't let us take pix of their rail marshaling yard which was full of bomb craters and wrecked engines---I got some anyway with my little Minox spy camera.

On the next trip they took us to the Peace Museum. Absolutely stunning!!! Lots of HUGE White Jade figures. A beautiful museum. Our bombs never got close to it. Strangely enough---they told us that the wrecked train yard was where they were fixing their engines. If you didn't know better, it could have looked true. There was not a single bomb crater outside of the yard. All buildings were intact!! A lot more happened there, but don't want to bore you with all the details. They were very proud of their many man-hole covers in the sidewalks which they used to hide from our bombing raids. All three trips were interesting!!

Anyway, that was why I was chosen to lead a two ship formation to retrieve our Heroes. I just happened to be TDY at U-Tapao from Clark AB where I was stationed. That should set the stage. a little too wordy, but it should help you to understand my involvement.

I was one of only a few crew member on either plane to have been there before. Our Mission Commander was Col Novas and we had a One Star on board with an open line to President Nixon. It was a fairly high priority mission.

After stopping in Saigon for a final briefing in Saigon, our two C-130E's (with augmented crews) left Tan Son Nhut AB and went "feet wet" up the coast of Vietnam. We stayed about 30 miles off the coast so as

not to bother anyone. We hit the mouth of the Red River and turned upstream toward our destination--- Gia Lam Airport just east of Hanoi. We were encountering broken clouds which were getting worse. After going over Thuan Nghiep, the river straightens out considerably so I requested we drop to about 1500 ft so I could better make out the landmarks---both on radar but mainly visual---when I could see the ground. I wasn't about to trust the radio aids from Gia Lam nor Hanoi. Before we descended, we could easily make out Hai Phong harbor on our radar about 40 miles to the Northeast so we were on track.

We made contact with Hanoi and advised them of our impending approach into their territory. This had all been pre-arranged, so no problem there. It was on up-river that they started screwing around with us and trying to subtly get us confused. They were trying to get us lost and force us to abort the mission so they could say we caused an international incident by not picking up those who died in captivity when everything had been arranged. That's another reason I had been picked to lead. They tried to spoof us on earlier missions by moving the ADF and VORTAC ever so slightly to locations which would cause us to fly into restricted airspace. In fact, a crew a few weeks earlier bought the spoof and was threatened with a "shoot down" if they didn't abort the mission, so that made this mission even more critical. If you were watching closely enough, you could see the needles quiver a little each time they changed location. They were good at it though, so I had the other nav continually watch for that in case we lost visual or radar contact. I had my head out the front searching for ground fixes.

Then, they really tried to get us fouled up. The second plane was following closely, mainly by keeping us on their radar---depending on us to lead them in. Hanoi Approach Control called us and told us to take up a heading to final. The pilot started to turn and I virtually screamed into the mike "Negative, Negative-- Maintain Heading". That was the first of three times they tried to get us to turn too soon. After the second time, Col Novis told the pilot to ignore the tower and go by my direction only. I knew we were still about 30-45 miles out and they were doing their best to get us off course and lost in that bad weather with low ceilings and get us to an area with which we were not familiar. The weather was really bad---the cloud cover was closer to full than "broken". We would get a break in the undercast every mile or so.. We descended to about 1000 ft which helped some.

Now---remember that bridge that they tried so hard to take down during the war?? We lost a lot of Thuds & F-4's there. That bridge and a huge sand bar about 3 miles downstream were my aiming points. I was getting a little concerned when they weren't coming in view as fast as I thought they should. Guess I was just overly anxious. I checked radar and found both about 15 miles ahead. I alerted the pilot to be ready to turn and he relayed to #2 that we would turn in a couple of minutes. Ground Approach had given up trying to get us to turn early after a few scoldings from them that we were ignoring their instructions. We did not answer. We descended a little farther so I could get a visual on both the sand bar and the bridge. I remembered where we had turned on my earlier approaches. We flew about 30 seconds past the sand bar, and with the bridge in sight, I told the pilot to turn to the appropriate heading---I seem to recall it was 335 degrees---but not sure now. Descent was begun and both planes broke out at about 750 feet. There it was---right in front of us. I strapped myself in. The other aircraft radioed a "Talley Ho" so we knew everything was fine---or so we thought.

After we landed, Ground Control took over and marshaled us to the proper area to pick up the remains of our Guys. There were two green tents and they were having us come in and turn so that our prop wash would flow directly on the tents---probably blowing them away. Our Aircraft Commander called for neutral props and warned the second aircraft to do likewise. Both planes coasted in to a nice easy stop in the right place---I'm sure to the disappointment of the martialing crews.

Col Novas made the decision on the spot to set up an Honor Guard in front of each tent. This time, we

were in our Class A's and were not under orders to associate with the enemy. We all felt better about that!! He sent us out two at a time at 15 minute intervals, Each pair did facing movements to relieve the previous pair as time dictated. The first pair at our tent was Col Novas and our pilot. The tent flaps were tied wide open. What the first set of Honor Guards---and ultimately all of us---saw was several stacks of green boxes with a rock on them with white painted names and dates. The sight was shocking and really ticked us off.. Unfortunately, I do not remember any of the names. The boxes---which in reality were coffins---were about 30 inches by 18 inches by 18 inches. It tore us up to think that our guys who had suffered so much were in those tiny green boxes. We all decided individually and as a team that the Vietnamese would never touch our fallen comrades again.

The Honor Guard rotation was maintained for well over two hours while the final release papers were being signed at their government offices in downtown Hanoi. Obviously, the North Vietnamese didn't know what to think of the Honor Guard. We saw the guys who had been our escorts on earlier trips. They smiled and waved at us. We glared back at them. Some civilians tried to get close to watch---they were chased back over the dikes by armed guards.

We were finally given the OK to load our precious cargo onto the waiting C-130's---their cargo ramps open, sat waiting. As the word came that we could begin returning our Guys to American Soil---in this case---our C-130's, the North Vietnamese moved in to begin loading. We immediately formed a cordon around the tents and, though unarmed, we motioned for them to stop and basically dared the armed Northern troops to try us. They stopped with a puzzled look on their faces---but never tried to cross the line. They had touched our Heroes for the last time.

It was early evening by then and the General was back by then and became part of our new makeshift Honor Guard---set up on both sides of the ramps. I was part of three pairs who tenderly picked up a "coffin" with its "headstone" and proceeded up the ramp. two more were inside the plane to place an American Flag over each man as he came on board. We exited thru the crew door to go retrieve another Hero. The General led the others on either side of the ramps in a "Hand Salute" as each box of remains passed on board. I don't remember exactly how many bodies we recovered---seems like 36---but each was treated with ultimate respect. We took our time to make sure all were properly honored.. It took a considerable amount of time, but we didn't care. We did it right.

We finally all boarded and buttoned up the aircraft. As we were getting all four turning, I noticed the pilot had a wicked smile on his face. I listened on a discreet channel while he suggested to the other pilot to change pitch after they began moving and turn the planes so that the prop wash would now hit the tents and the Vietnam officials and soldiers gathered around them. The turn was smooth, slow and graceful until the Load master gave the word. Suddenly eight turboprops were at full forward pitch for about 3-5 seconds and brakes on. They changed the pitch back to the taxi setting but we got turned around in time to see the tents flying and some of the folks we left were on the ground. We received departure instructions from the tower and thus began an uneventful trip back to Saigon and on to U-Tapao to the Identification folks stationed there. The General informed President Nixon that extraction had been completed successfully.

Further ID would be performed at Hickam AFB as necessary. Our Heroes were taken to Hickam AFB by C-141's. I have talked to many people about this extraction of our Fallen Comrades---and to a man---they thought that the C-141's did the entire mission. I hope someone will set the story straight someday. In fact, I have never seen anything about C-130's being involved with the extraction of the first of those who died in captivity. Believe me----I know they were!! I may have missed some story about it because I had to get busy for my PCS stateside the next month. I have never heard anything about that mission since.

Well, Bill, that's about it. As I said a lot more little things happened on all three trips---even some funny things on the first two, but that third mission was the best thing I ever did in my 24 year USAF career. Sorry to be so wordy, and focused on "I" & "me", but I'm not sure how else I could tell it with any conviction.

PS: Somehow, I forgot to turn in my log and charts from the mission, and no one else thought about it. I had them for a long time, but they disappeared---probably on my move to CO from AL. I sure wish I could find them again!! They are really historical documents.

I did meet a woman at one of our OCS reunions whose husband was onboard that day. I was completely speechless as she thanked me.

From: Carson Hunt [ccae@zoominternet.net]

Sent: Tuesday, May 21, 2013 2:39 PM

Subject: Newsletter

Here are some updates on shipmates and spouses. This list is incomplete and if I have forgotten to list anyone who should be here, please forgive me and email me with any news and updates that you have. Thank you. Carson J. Hunt

Linda White, wife of DR, has finished chemo, recovered from surgery, and has been back to work for a few months now.

Ken Williams – LT/PPC in VP-1 1970-1973 – was diagnosed with liver cancer last year and pancreatitis. K.B. now informs me that Ken has also been diagnosed with ALS.

Gary Blocker suffered a massive heart attack early last year. He is home and doing reasonably well.

David Betz underwent foot surgery on May 2 to repair damage from an old injury that progressively got worse the last ten years.

We are always saddened when we lose a shipmate. In the last year we have seen four go to be with our Heavenly Father and learned of two who passed a number of years ago. Last year a spoke via phone with Don Elower, he informed me that **PR3 or 2 Kirk** passed away some years back. Also see the email forwarded from Dean Potts about **Daniel Grimes**.

I have recently been notified of the passing of these shipmates. If you know of others that are not listed here or on our deceased list, please forward any information that you have to Carson J. Hunt, Chaplain-VP-1POPs at ccae@zoominternet.net.

Gus Goldenpenny

Gene Poole

Virgil Patten

James Sidney Cooley

Daniel Grimes

DonG forwarded these to me.

From: Donald Grove [mailto:oldfogy@cablespeed.com]

Sent: Wednesday, September 05, 2012 4:36 PM

Subject: Shipmate Death

Aloha VP-1 P-3 Orion Pioneers - - -

We have lost another of our squadron mates. **Master Chief Gene Poole** has reported upstairs to the Supreme Commander. I just this afternoon (Wednesday) got the word from his wife, Carol. I talked to her just a few minutes ago. The cause of death was from the blood cancer (leukemia) that Gene had been battling for some time. Gene was 85 years old – would have been 86 this coming December. Carol Poole's address is:

5086 Rogers Rd., Oak Harbor, WA 98277

DonG

Subject: Virgil Pattin

Dear Friends,

This e-mail is to let all of those that knew and loved Virgil Pattin that he has gone to be with our Lord and Savior this morning. He passed into God's heavenly embrace at 5:45 a.m., Monday, November 5, 2012.

He is survived by his loving wife, Ruthie, and she welcomes your prayers.

From: Louis Tafoya [mailto:ltafoya@msn.com]

Sent: Wednesday, December 26, 2012 2:47 PM

Subject: Re: **James Sidney Cooley**

Dear All,

So sorry to learn of Jim's passing! When I first checked into VP-1 in 1971, we were both assigned in QA. I haven't done much e-mail lately, so I did not know he wasn't feeling well. I hope there was not much suffering. May Jim Rest In Peace. I was 74 on 29 November, so for sure I will think of Jim then! Take care good people, and may the Lord Keep and Bless You All, Louie Tafoya

From: Bill Patty Johnson

Sent: Wednesday, December 26, 2012 1:20 PM

Subject: James Sidney Cooley

From: Richard Goldenpenny [mailto:rgoldenpenny@yahoo.com]

Subj: **Gus Goldenpenny**

We will be having a memorial in march as to what day still unsure to all who plan to drop by contact me richard goldenpenny at email listed rgoldenpenny@yahoo.com thanks, richard goldenpenny son of the deceased.

From: Richard Goldenpenny

I received the following forwarded email from Dean Potts.

Sent: Mon, Apr 29, 2013 11:56 am
Subject: VP 1 Hawaii

I am looking for anyone who may served with my husband in VP-1 in Hawaii between July 1974 and Oct 1977. He passed away April 2008 and I am trying to get assistance from VA. If you can reply and let me know if you served with him during that time I would be very grateful. You might be able to help with information I am looking for. His name Is **Daniel Grimes**. I think he might have been in Crew 7 but not really sure.

I was looking on line at a VP-1 web site and found some of the names of people that served with VP 1 during that time.

Thanks for reading my letter and hope to hear back from some of you

Sincerely, Denise Grimes

From: songman66@comcast.net
Sent: Saturday, May 04, 2013 9:06 PM
Subject: Re: VP-1 POPS Newsletter

Hii

Well, in response of your request, I guess I can tell you a little something about myself and what's been going on over the past year. Maybe folks might be interested, I don't know. If you think it's worthwhile, you can edit it down and use whatever you'd like, but I'll give you a bit of a bio. Some of our POPS members already know, through my Facebook postings, but most folks probably don't know, that I'm a member of a musical trio. I play guitar, and sing, along with a good friend of mine that graduated high school with me, and a lady friend of ours. My buddy Jim plays keyboards and sings, and Linda plays a variety of percussion instruments and sings also.

Jim and I have been playing music together, in varying capacities (duo, trio with a drummer, and 4 piece Classic Rock band), for the past 12 years. In May of 2010, our 4 piece band split up, and Jim and I stayed together, figuring we'd go back to being a 2-man act. However, as I like to tell people, a couple months later, in July, the Heavens opened up and the angels sent us Linda! It was at this time that we changed our whole repertoire, and started putting together an Oldies act. We did hang onto some of the softer Classic Rock, but we now advertise ourselves as a '50s, '60s, and '70s, Doowop, Soft Rock and Top 40s trio. We go by the name "Chapter 3" and we're now close to 3 years old as a trio. We've been in the recording studio a couple times also. We have one small 5 song '50s Doowop CD and we just finished a 16 song CD of

hits from the '60s and '70s.

We were invited into a local oldies radio station last year in May for an on-the-air interview, and they asked us to bring some recorded music and they would broadcast on of our songs. So that's the reason for the 5 song doowop CD. We were interviewed on the air for 2 hours. It was neat! Then they said they'd play one of our songs, which they did. The good part was that they liked it so much, they proceeded to broadcast the whole CD over the air! I tell everybody that it took me 63 years, but I finally got my 15 minutes of fame! hahaha!!!

To tell you the truth, we're kind of proud of what we've put together in 3 years. Our song library is quickly approaching 100 songs now, and we're constantly learning more and adding them to the list.

Ok, Ken, so that's my story and I'm stickin' to it!

I'll now leave it up to your discretion if you want to put any of it in the newsletter. You won't hurt my feelings if you decide not to. It's no big deal. :)

Hope you enjoy this type of music, and I hope you enjoy our sound also.

Talk later, and I'm looking forward to Jacksonville in October! Already booked our rooms!!!

Take care,

Mike Costello

From: Fredric Fink [ffink1@comcast.net]
Sent: Saturday, December 22, 2012 8:14 AM
Subject: CUBI POINT O CLUB'S 'CATAPULT'

Importance: High

[From a former squadron mate.](#)

[I never made it into the O Club. :-\)](#)

In 1967, while serving as the flight surgeon for VP-1 stationed at Sangley Point in the Philippines, I was sent to Cubi Point Naval Air Station where there was a Naval hospital. My mission was to assist in any way possible with the casualties that would be coming off the USS Forrestal, an aircraft carrier that was conducting combat operations in the Gulf of Tonkin. By the time I landed at Cubi, the **USS Forrestal** was limping back into Subic Bay listing badly to port. There had been a devastating fire and series of chain-reaction explosions on 29 July 1967 that killed 134 sailors and injured 161 on the aircraft carrier (CVA-59), after an unusual electrical anomaly discharged a Zuni rocket on the flight deck. The damage exceeded US\$72 million (equivalent to \$502 million today) not including damage to the aircraft. Wikipedia help acknowledged with the above. (http://en.wikipedia.org/wiki/File:USS_Forrestal_fire_1_1967.jpg) The hospital was prepared with all available physicians but no services were required as those with major injuries had already been taken off the carrier by other ships of war, flown to Danang and then straight to Clark AFB in the Philippines where there was a higher level hospital. Many of the burn patients were sent directly on to the burn center at Fort Sam Houston.

I had dinner at the O Club at Cubi point that night. As you will learn below (if this is your first exposure), anyone with wings was welcome to “attempt” the carrier landing platform that had been created at the Cubi O’Club. The trick was to catch the wire mimicking catching a 3 wire on the carrier. The catapult shots discussed at the outset had been banned by that time. Or at least were not in evidence when I was there. For a bunch of my naval friends this will be a very good read. For those who have ridden either the catapult or the arrested landing (And I think the Silver Fox (aka RADM Grady Jackson, USN retired) may be the only one I know who has also had the opportunity-he was flying as a bombardier-navigator in the A-6—Remember “Flight of the Intruder) this will likely bring back fond (if wet) memories. And if you think I am about to tell you how I did, well, there are just some secrets that are better kept buried. Some at the bottom of a large pool of water outside the Cubi O Club.

And with that let me present you the historical legend. This is a no shi**er.

CUBI POINT O CLUB'S 'CATAPULT' Through A Hole In The Wall. .



If you're old enough to have served in the Navy or Marine Corps during the Vietnam War particularly if you were a pilot, chances are you've heard of the infamous:

CUBI POINT OFFICERS' CLUB CATAPULT!

Cubi Point Naval Air Station in the Philippines was a place where war-weary Navy and Marine Corps aviators, Marines and Sailors, could let off a little steam after flying combat missions over Vietnam or

spending weeks aboard ships on the gun-line on Yankee Station. The Cubi Point Officers' Club was forever tasked with devising new and challenging ways of keeping the warriors entertained.

Enter Cmdr. John L. Sullivan and the now famous Cubi Point Officers Club 'catapult.' The catapult at the Cubi Point Officers Club came into existence during Viet Nam in the late 60's.

The escapades of Navy and Marine pilots at the Cubi Point O'Club are the stuff of which legends are born. One of these escapades involved 'night cat shots' catapulting a blindfolded squadron mate down 8 or 9 stairs clinging to castor-wheeled office chairs from the bar upstairs onto the dance floor, far below.

TWO [2] CASTORED OFFICE 'ROLLING CHAIRS AT ONCE were dubbed F-4 night 'cat' shots.

Rarely did a pilot 'make it' down those stairs to successfully 'scoot' between halves of the *standing only* crowd on each side of the dance floor upright. Most arrived on the dance floor in a crumpled mass of flying arms and legs.

The practice often ended with disastrous results. Broken bones, severe strains, small concussions, and numerous other injuries that would sometimes ground the experienced combat pilots. Because of the number of injuries, the Admiral in command "suggested" that *catapulting occupied chairs down the stairs* should be reluctantly be done away with.

However he was amenable if the aviation community came up with "an interesting and safer alternative!"

An extension to the club was in progress giving an opportunity for a significant change. 'Red Horse' Sullivan's scavengers headed off to the surplus yard, liberated a 'banged up' refueling tank and had metal smiths' convert it into something resembling the fuselage and cockpit of an A-7 Corsair fighter aircraft. Cubi's salvage yard easily had enough junked airplane chunks to honor the weird request.

The 'aircraft' was 6 ft. long with shoulder harness and belt. It had a 'control' stick that when pulled back sharply would release an arresting hook hopefully catching a single arresting wire thus preventing the missile from plunging through a hole in the wall of the club and thence into a 4 foot deep pool of water outside.

The projectile's propulsion was provided by pressurized nitrogen tanks hooked up to a pressure manifold. The arrangement was powerful enough to propel the vehicle to 15 mph in the first two feet. That represents acceleration from zero to 15 m.p.h. in that incredibly short distance.

In their efforts to successfully engage the hook with an arresting wire, each pilot had 6 inches of control stick movement to 'play with.' The vehicle was named 'Red Horse One' in honor of the Skipper of the Squadron.

A few successful pilots were held in high esteem and their names were inscribed in gold letters on the Cubi O'Club 'Wall of Fame'.

Reaction time had to be quick because the trap wire was only 14 feet from the nose of the projectile. Since the water in the pool was the only force stopping the vehicle, engineering minds and the Cubi Point Aircraft Repair Team, designed it to enter the water as quickly and as deeply as possible. The vehicle was retrieved from the water by a winch connected to a hook eye welded on the rear end of the 'A-7 projectile'.

The first night the catapult was in operation it attracted a huge crowd. After it was declared safe, Rear Adm. Isaman was the first to ride the projectile. The Admiral manned the cockpit, saluted and was

launched. A split second too early, he dropped the tail hook. We all waited a probable quick ' bounce and trap ' of the hook. Nope.

Instead the hook caught the rubber bumper guard attached to the steel bumper at a point just short of the arresting wire. To the disappointed howl of the junior officers, the hook tore the rubber guard right off the bumper and caught the arresting wire. Hmmm, *no wet Admiral*. Instead, Isaman became the first pilot to successfully ' trap' in the projectile (Ed Note: **Trap** is navy lingo for a successful landing with the tail hook of the aircraft catching any one of 4 wires stretched across the deck).

After being presented with a bottle of champagne, Isaman's name was enshrined in gold on the ' Wall of Fame.' Later that night, some forty [40] disgruntled carrier jocks blasted down the catapult before another pilot successfully trapped.

Throughout Southeast Asia word of the CUBI POINT CAT spread quickly. It even attracted Air Force F-4 pilots from Clark Air Force Base seventy 'klicks' away through the dense jungle of the Philippines. The Clark jocks all came swaggering in loudly claiming they were equal to the task. Much to the delight of the Navy onlookers. . *none* . . of the Air Force jocks were able to use their hand quick enough to catch the missile's restraining wire.

Enlisted men operated and maintained the catapult during their off time and they were compensated from funds taken in for the operation of the 'Cat.' It cost nothing to ride the 'Cat' providing the "pilot" caught the wire successfully. However, it cost five dollars if the ' pilot ' penetrated the pool's water outside the Cubi Point O'Club.

One the many dignitaries, who attempted to successfully ride the ' Cat', was Navy's Under Secretary John Warner [Virginia's Senator and one of Elizabeth Taylor's husbands] He had heard of the Cubi CAT and requested to ride it. Word spread rapidly, that Secretary Warner was going to try his luck. The club was soon packed shoulder to belly.

Before launch the Secretary was outfitted in white linen coveralls. And embossed on his back were bright red letters ' *Red Horse Cat House*.' Amid cheers, the Secretary bravely launched and promptly catapulted through the hole in the wall into the water outside. He was catapulted five more times. But each time the Secretary had to be ' fished' out of the pool.

To make it easier for the Secretary to catch the trap wire, each ttime, the Skipper surreptitiously adjusted the bumper plate about an inch aft each time. While Warner never noticed this *WE ALL DID!*

After his fifth trip into the pool, Mr. Secretary shouted, "*RED HORSE! This just can't be done!*"

By this time, the bumper mechanism had been adjusted rearward an additional foot from the arresting wire. So it had become an easy arrest for a carrier pilot with trap or two under his belt.

Red Horse, (the Squadron Commanding Officer) in his spotless tropical whites, strapped in to show Mr. Secretary that, indeed, it could be done by a skilled aviator. Without Red Horse's knowledge, prior to his launch, however, a fun loving [non-career] junior officer kicked the bumper adjustment back to its original more difficult position. Red Dog launched and missed.

And to John Warner's total delight, the Skipper in his splendid whites shot through the hole in the O'Club's out-side wall. And settled ignominiously on the pool's bottom. The Secretary was so pleased with his experience he would not change out of his 'Red Dog' coveralls. And wringing wet, both of them sat down to lunch with their comfortably dry colleagues. Several hours later, still wearing his red lettered white coveralls, the Secretary boarded his aircraft.

The 'Cat' and the 'Wall of Fame' are fond memories of men whose ingenuity and whose hard work and hard play made the scenario a reality. And in permanent display at Pensacola's U.S. Naval Air Museum, Cubi O'Club's peculiar artifacts are simply labeled as a *Navy Fleet legend*.

From: , [jimdvor@aol.com]
Sent: Monday, May 13, 2013 6:42 AM
Subject: Re: VP-1 POPS Newsletter

KB,

Hope all is well. Staying busy in my second retirement with travel, hobbies, golf and work around the house. Recently took a National Geographic trip to the Galapagos Islands and Peru including Lima, Cusco and Machu Picchu. Still scuba dive whenever the opportunity presents itself with my wife and all of my children. Great trip and I would most strongly recommend National Geographic and Lindblad Expeditions if you want a real, first class trip. Unfortunately, don't get to see or talk to many VP-1 squadron mates except for Tom Vanderhorst and Bob Fuller occasionally. Still live in northern Virginia but spend a lot of time in Annapolis where we own a condo and go to USNA home football games. My youngest daughter got married to a Captain in the Marine Corps about 18 months ago and now has a 5 month old baby boy. So, that keeps us busy as well. I plan to make a real effort to make the next Pops reunion in Jax this fall.

Jim Dvorak

From: Fredric Fink [ffink1@comcast.net]
Sent: Thursday, March 28, 2013 7:33 PM
Subject: FW: Electra L-188 Ldg on one main.

Attachments: L-188 1960 PSA.jpg; L-188 1959 USN.jpg

I received this from Jimmy Lee.

Fred,

Just think some Electras have as many as 100,000 flying hours and they fly in some of the most rugged conditions ever, i.e. Alaska, South America, Africa, etc. The Navy Mil Spec for the P-3 is 7,500 flight hours and the P-3 was seriously beefed up structurally vs the L-188. And the Navy has a problem extending the flying hours of the P-3 to beyond 15,000 hours. Now they are replacing the wings & more.

Jimmy Lee.....

Subject: Electra L-188 Ldg on one main.

IMPRESSIVE FLYING!

<http://www.youtube.com/watch?v=6p29IWLsjSE>

From: Robert Ken King [mailto:captrkking@aol.com]
Sent: Sunday, December 09, 2012 8:20 AM
Subject: Ken King update

Hello Friends/Neighbors:

Most of you know that Carolyn and I recently bought a beach home in Mexico that we rent when we can't be there. This is just a quick note to let you know that we have completed our Website and Facebook page for Villa Reyes (means "King's Villa" in Spanish). If you are interested (or just curious), you can check out the links below:

www.villa-reyes.com

www.facebook.com/VillaReyesAtPlayaLasTortugas

Best Regards,

Ken & Carolyn King

JACKSONVILLE REUNION LATEST

From: D.R. White [mailto:denwhite@comcast.net]

Sent: Thursday, March 14, 2013 8:20 PM

Subject: FW: Reunion - Navy Travel Lodge

Ok here is the hotel at long last, Will one of you please get out a group E-Mail with this info. I will send more info about plans as they gel. We will use the O club for our sit down dinner on Saturday night, Pricing to follow. We are forging ahead and will be generating a sign up sheet etc. as plans are firmed up for activities. Also the motor home parking is next door to the lodge and can be found on line. Also the phone number for the Navy lodge is 904-772-6000. I know this has been a long time coming for some, but the hotel location has been a tough nut to crack.

Thanks D. R.

----- Forwarded Message

From: Jackie Forte <fort733@bellsouth.net>

Date: Thu, 14 Mar 2013 13:29:47 -0700 (PDT)

To: "D.R. White" <denwhite@comcast.net>

Subject: Navy Travel Lodge

Hello D,R,,

Went to the Navy Travel Lodge today. We have Fifty (50) rooms booked for the 17,18,19 of October. They are \$ 65.00 per night.(my mistake at the price.) but still very reasonable. We will be able to use one of the rooms for a hospitality room. They will move the bed and stuff out. Check in time is 3 p.m. but will let you in if room is ready, They will start letting the rooms back on the market about 10 -14 days if not booked. Have "Folks" tell them it's for VP-1 "POPS" re-union when calling to reserve room. Also am awaiting response from Mr. Duncan, About the Sunday morning brunch thing. Will let you know ASAP.

Thanks,

Jack Forte

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

From: p3cliff@netzero.net [mailto:p3cliff@netzero.net]

Sent: Tuesday, March 19, 2013 10:22 AM

Subject: Re: Reunion Information

Please pass to all.

We have reserved our room. We live 3 hours south of Jacksonville, just about due east of Orlando airport and just south of the Space Center.

Anyone thinking of stopping off at Orlando to visit a theme park or going to

the space Center is welcome to stay with us, room for 2 couples. Also there

is a hotel on the Disney park that caters to military people. It is not that cheap, but then again none of the sights around here are. You can look it up on the net or in the military travel guide.

Also there are Navy Gateway Inns and Suites at both Jacksonville and Mayport but I think you can only reserve 30 days in advance, might be good for last minuted changes of plans.. For those that can still pick up a club there is a good golf course

at Jax and another at Mayport. Regards to all, see you in Jax

Cliff Freund

From: D.R. White [denwhite@comcast.net]

Sent: Tuesday, May 21, 2013 10:26 PM

Subject: Jacksonville Touch and Go Info

The Jacksonville Touch and Go is taking shape.

We met last night at Jack's and here are the plans so far.

Lodging at the NAS Jax lodge. We have a block of 50 rooms (10/17, 18, 19) cost \$65.00 per night. Folks need to make their own arrangements 904-772-6000, tell them VP-1 "POPS" reunion. There is also motor home parking next to the lodge and can be found online. We will need a list of those who don't have IDs for security but they can make their reservation as they will be guests. We will let you know what information is needed.

Friday we will have golf for those who want play. Ideas for local activities for those who don't want to play golf. Maybe a night at the dog tracks and suggestions for dinner for those who don't want to go to the dog tracks.

Saturday night is the dinner at the Officer Club (surf and turf buffet menu). Cost \$30.00 per person.

Sunday we have a breakfast at Dewey's. Cost is \$15.00 per person.

Looks like \$45.00 in meal costs. We are thinking maybe \$70.00 to \$75.00 per person for the registration. That would give us \$25.00 - \$30.00 per person to cover the hospitality room, etc. Is that what has been done in the past?

The Lodge is convenient to the O club, Dewey's, golf, exchange, etc.

One thing to consider is Jacksonville is pretty much a driving town. Not sure if we can get an idea how many will be driving here and who will not have transportation.

From: Gregg Norris [mailto:Gregg@GreggNorris.com]
Sent: 01/07/2013 4:36 PM
Subject: Re: Thanks

Hey there Reisse,

I was on crew 11... Gluntz was crew 10???, Mike Ryan was crew 2 I think. Hey it's been a few weeks or more.

Ill send U my new address tomorrow. Terry Duncan was here last night and went back to his houseboat around noon.

Please send everyone any and all comms.

Take care,

Gregg

On Jan 7, 2013 6:30 PM, "Reisse Perin" <reisse@rlpcpa.com> wrote:

Thanks Gregg, what crews were you guys on?
RP

From: Donald Grove [oldfogy@cablespeed.com]
Sent: Saturday, May 04, 2013 12:43 PM
Subject: Hawaii P-8's Scrubbed

Whidbey to get double the P-8As, congressman announces



A P-8A Poseidon. Congressman Rick Larsen announced Friday that the Navy is planning to increase the number of P-8As destined for Whidbey Island Naval Air Station from 24 to 49.

By JUSTIN BURNETT Whidbey News Times Staff reporter MAY 3, 2013 · 3:38 PM

Instead of the planned 24 planes, the Navy will station 49 of the sub-hunting jets at the NAS Whidbey, said U.S. Rep. Rick Larsen, a Second District Democrat. "If there was any lingering concern about the future of our naval bases, this news will lay it to rest," said Larsen. "I have worked for over a decade with local leaders to make the case to the Navy why Northwest Washington is the best place to base these assets. The Navy clearly agrees." Larsen was briefed Friday morning on the Navy's strategic lay down plan for 2013-20, which outlines the change.

Despite the congressman's press release, distributed shortly before press time, news of the Navy's announcement had not yet filtered down the channels to air station officials. Mike Welding, base public information officer, said he could not comment on the details of what this will mean for the air station, Oak Harbor or Island County until official confirmation is received.

Base officials are, however, excited about the prospect. "This is great for the base and the local Whidbey Island community," said Capt. Christopher Phillips, acting base commander. Base commander Capt. Mike Nortier is in Washington, D.C.

The news is not entirely unexpected as the Navy announced in November it was studying three possibilities for increasing the number of Poseidons to be stationed at Whidbey Island.

Larsen said that study is not yet complete, but the plan is to make the base home to seven squadrons. The additional aircraft will come from a canceled plan to base three fleet squadrons in Hawaii.

"The additional basing of P-8As makes Naval Air Station Whidbey Island the preeminent maritime patrol, electronic warfare and surveillance site in the Pacific," Larsen said in his press release. "The additional P-8As will bring hundreds of new military families and will create hundreds of local jobs in the next few years as the base constructs new facilities."

The P-8A Poseidon is based on the 737-800 airframe and is Navy's planned replacement for the aged turbo-prop P-3C Orions.

Larry Munns, a former base commander and husband of Oak Harbor Councilwoman Beth Munns, said this is indeed big news for the both the base and the community. "It's tremendous," he said. The Navy's placement of so many assets at the base are a clear statement about the strategic value and importance of the base, he said. Also, these are deployable planes, which means they won't all be on Whidbey at the same time, but the families of the servicemen and women who fly and work on them will be here year round.

"It will mean more families and more people (at the base and in the community)," Larry Munns said. "That's good news for everybody."

Kathy Reed, executive director of the Oak Harbor Chamber of Commerce, agrees that the additional squadrons and their families will have wide-ranging impacts on both the city and Island County. "It's going to have an impact on our schools, it's going to have an impact on our businesses, on employees and employers but it's a good impact," she said. "These are good challenges because it represents growth, at least that's what I think."

Larsen said the Navy also announced plans to accelerate future basing of destroyers at Naval Station Everett. Three frigates are being retired in the next few years and rescheduling of their replacements means there will be seamless transition. The Navy confirmed it will keep the USS Nimitz homeported at Naval Station Everett through at least 2020.

The first two squadrons of P-8As will arrive at NAS Whidbey in 2015. Another will follow in 2016, three more in 2017 and the last in 2018. [seems unlikely – KBS]

Royal Navy's £10bn submarine leaks, rusts and goes too slowly

HMS Astute was said to be the most sophisticated submarine ever built for the Navy. Andy Buchanan/ AFP/Getty Images



Faria Karim

November 16, 2012

The Royal Navy's latest £10 billion nuclear submarine has been hit by a catalogue of problems including a leak, failing parts and an inability to reach required speeds.

HMS Astute was planned as the most sophisticated submarine yet built for the Navy. But last year, during exercises off the East Coast of the United States, a cap on one of the pipes that takes seawater from the back of the submarine to the reactor reportedly sprang a leak. A compartment began flooding, and the commander was forced to surface immediately.

The submarine is also unable to reach the speed of 29 knots as required to keep pace with aircraft carriers, *The Guardian* reported, because of problems with propulsion. Those arose because of problems with the pressurized water reactor that was used.

The Ministry of Defence confirmed that *Astute* had had some "teething problems", but said it was "normal for first of class trials to identify areas where modifications are required and these are then incorporated into later vessels of the class".

Of the leak, a spokesman added: "During trials last year *HMS Astute* experienced a leak which was immediately isolated and the submarine returned safely to the surface.

"An investigation found one small part which had not been made of the correct material had corroded. A replacement was fitted at sea and the submarine continued with her programme. BAE Systems have carried out a full assessment which concluded all similar parts were fitted correctly."



From: Fredrick Fink

Subj: Interesting Structure

Saw this down in Pearland a couple weeks ago.

Looks like the framework is being built separately around the house structure.

Be interesting to see when it's finished.

Think the HOA would frown on this without getting their permission first?

From: Lena Hamilton [mailto:ourtoy2@gmail.com]

Sent: Wednesday, December 26, 2012 11:32 AM

Subject: James Sidney Cooley

(Don't really know to whom I should address this message but feel sure you will take care of it.)

Sr. Chief Jim Cooley passed away on November 29, 2012. He and his wife of 55 years were with the squadron at Whidbey and in Hawaii. Corvallis, Montana has been their home since he retired. Bert (Mrs. Cooley) asked me to pass the info to his shipmates.

Regards to everyone,

Lena Hamilton

From: Bill Patty Johnson

Subj: Bill Johnson becomes a UFO

Date: Monday, 5/6/13 4:09 PM

UFO is "United Flying Octogenarians", an international organization of 1,292 old pilots. To belong to UFO you must have flown as Pilot-In-Command when you are at least 80 years old. I flew my Stinson Voyager on my 80th birthday and a fellow UFO inducted me into organization after we landed. That evening I received a call from the President of UFO welcoming me aboard and informing me that I was their youngest member! There are old pilots and bold pilots but there are no old bold pilots.



[Bill: Don't you just *hate* those oil stains under an older engine? - KBS]

From: Fredric Fink [ffink1@comcast.net]

Sent: Friday, March 29, 2013 9:26 AM

Subject: Klingman Got A Kill . . With His ' Prop '

In May 1945, one of the most unique fighter intercepts of WWII took place. Capt. Ken Reusser, fighter leader of call sign Ruby 6, was on combat patrol with 3 other Marine F4U Corsair Checkerboarders over the island of Okinawa, south of Japan's larger Islands.

After take-off, the pilots started their climb to altitude . . preparing for another routine fighter patrol . . instead they received an urgent radio transmission from military defense radar's " *Handyman* " Air Defense Control Center :

" *Ruby 6, this is Handyman . . Over.*"

" *Handyman, Ruby 6, go ahead.*"

" *Ruby 6, Handyman. We have a ' bogey ' approaching on course one eight zero . .at Angels 25 [altitude 25M.]*

Steer 270. Climb to Angels 25.

Buster [full speed.] Over."

" *Handyman, Roger : Course 270. Angels 25. Out."*

The flight dropped their belly tanks, test fired their guns, eased their props in full low pitch, and fire-walled their throttles.

Klingman remembered : *" We could see the vapor trails as the bogey made two complete circles over Naha, Okinawa's harbor."*

The Marines had a good idea about the mission of the Japanese aircraft they were pursuing.

For several days that week their squadron, and others, took turns trying to intercept an enemy aircraft that could be following the same flight plan. Intelligence believed the plane was on photo reconnaissance of the ships in the harbor, to assist in planning future Kamikaze suicide raids.

Previous attempts to intercept the 'bogey ' failed because, the enemy became aware of the U.S. chase planes giving chase, and the intruders started climbing as they turned for home.

Earlier, by swapping their higher altitude for a higher air-speed, the Japanese had easily been able to out-run effective pursuit.

However, this time the Marine fighter pilots' tried to close the distance while climbing toward the Japanese aircraft using the F4U Corsairs' best climbing speed.

Captain Reusser shared : *"We had been turning inside his turn toward home trying to ' kind of ' join up on him. How-ever, we were so far below him we had little chance of reaching him. I just pulled the nose over a bit . . lined-up . . using lots of trajectory . . and held the trigger down.*

No aim, no accuracy. Just trying to loop it up there.

" I saw a couple of glints. I don't remember thinking anything of it, at the time. However, in any case, he then leveled off . . headed directly back toward Japan."

The division kept climbing and stayed on the bogey's tail although it didn't seem possible for them to overtake the enemy.

Captain Jim Cox's plane fell back until he was about a thousand feet below the others. But he couldn't coax another knot of speed out of his battle-weary Corsair.

Reusser ordered Cox and 1st Lt. Frank Watson to return to orbit over a geographical point [Point Nan] while he and wingman Klingman continued in hot pursuit.

Now they were at 38,000 feet, their Corsair's service ceiling, the enemy ' bogey ' was still about a mile ahead.

But the chase continued.

Because of the thin air and limited power, maneuvers had to be limited to tiny, incremental changes in direction or altitude; otherwise a loss of airspeed, a stall or spin would result. At such an altitude bailing out could have meant freezing to death. "

" As we got closer, Ken was firing at the bogey. The bogey was firing at us . . I caught a few bullet holes.

My plane had no gun heaters and my guns had frozen up. But I was pretty eager to get me a Jap plane. Because my plane was brand-new it was faster. So I went on ahead of Ken at max speed . . trimmed and streamlined it as much as I could."

" I closed on the bogey until I was 20 or 30 feet behind him. I could not get any closer to him due to his prop wash. But while it held me back but also helped me kept from unpreparedly smacking into him.

I slowly climbed above the airplane.

Then I nosed over and ran into his tail with my prop. I only had enough extra speed to chew off some of his rudder and one elevator before the ' Nick's prop wash blew me away. (Kawasaki Ki-45 Toryu - Allied code name "Nick")

But since he was still flying, I climbed above him for a second run. I nosed down

and I pulled away too soon . . only clipped off some of his rear canopy, vertical fin and rudder.

At this time I remember seeing the rear seat gunner's face frantically looking around and trying to fire his machine gun in my face . . even though his body may have been in process of freezing.

I realized that a third prop strike probably wasn't necessary. But [after all this] I was even more determined.

So I climbed above him for my third run . . chopped off the right side of his elevator . . and we both flopped into spins.

That third propeller and nacelle strike did the most damage to my plane. Luckily, after losing a reasonable amount of altitude in the spin . . I made a recovery.

By then, Ken had pulled up alongside . . as we both observed the enemy aircraft's fatal spin . . as both its wings snapped off at 15M.

Reusser had a bird's-eye view when Klingman's three [3] ' no guns' passes were made. He said : "*the Japanese rear-gunner was pounding on his machine gun to free it up. But it was frozen solid . . as were all of ours.*"

When Bob came down on the Japanese canopy with his propeller . . he tore the machine gun off its mount and struck its gunner . . with a Corsair riddled with bullet holes and fragments from the Nick."

Klingman had his kill. However, they were hundreds of miles from base. And his plane shook and vibrated with its stick jerking around the cockpit in a large circle.

Fairly close the home at about 10M, Bob ran out of gasoline. Ken suggested Bob ' go over the side ' and pull his chute. But Klingman felt that he could still make the glide to their strip . . *straight in to ' dead-stick ' the Corsair.*

Near the upwind end of the airfield, other pilots stood next to the runway. Fixated . . the pilots watched the Corsair silently plunge down in a steep glide . . no engine roar . . its twisted . . shortened prop wind slowly . . windmilling.

" DON'T STRETCH YOUR G-L-I-D-E [and stall it out] . .

DON'T BE S-H-O-R-T [of the runway] ! "

They shouted aloud . . almost prayerfully.

At the last possible second, Klingman raised the Corsair's nose. Its landing gear slammed the dirt before his tires bounced a handful of yards onto the Okinawan combat airstrip.

Watchers were flabbergasted after seeing Klingman's aircraft condition : [1] the tips of all three blades jutted forward with [2] six inches missing from each tip [3] propeller blades were pierced by bullets, [4] each wing contained large holes, [5] pieces of the Japanese Nick were jammed within his Corsair's cowling.

After extensive cowling, wing repairs, a new propeller and flight testing, Klingman's F4U Corsair was returned to mission.

Bob Klingman and Ken Reusser each received the Navy Cross.

Source : May '95 Leatherneck ; by Ray Schanamann, 1st Lt,

VMF-312 [abridged]

From: sidmccullers53@aol.com

Sent: Saturday, March 16, 2013 7:54 AM

Subject: VP-1 pops

Hi KB, Looks like I'll make to the reunion this year . I hope we get to meet after all these years .

I got home Christmas eve after 3 days in the hosp. Having open heart surgery these days is not a big deal , The Doc said .

I think they tell you that so you won't go in the O. R kicking and screaming. I've been going to rehab 3 days a week and I'm 1/2 way through . I can do pretty much what I want now .

I was looking at the last POPs news letter and I can't find who I send my dues to.

Take care and hope to talk to you soon Sid

From: Olssonpeters@aol.com

Subj: Latest

In April, Debbie from Cape Town, South Africa flew to San Antonio to enjoy Fiesta Week in San Antonio, then a holiday seeing America meeting many friends in Dallas, San Diego, Las Vegas, Drive to the Grand Canyon, Sedona, and Phoenix.

In July, a summer holiday along the sea at Torquay, England seeing Royal Air Force friends; and then enjoying # 21 Wimbledon with my London friends.

In September, I met Debbie in Paris, TGV train to Dijon joining friends on the Barge, Saroche (www.saroche.com). It was very relaxing holiday, and the food was wonderful country French Cuisine. The hot air balloon, “Air Escargot” was too much fun!

Christmas in Europe is Wonderful. In early December, I flew to Munich, to see my German/American cousins; then an ICE/TGV train to Wiesbaden, Berlin and Paris to see my many good friends in Europe.

2013:



In March, I met Debbie from Cape Town , South Africa in Beijing -Shanghai-Hong Kong, then a 10 day

www.silversea.com cruise to Vietnam, Bangkok, and Singapore.



My wish for you:
Good Health, Great
Happiness, and a
Wonderful 2013.

Peter Olsson
Cdr. USNR (Ret)



Christmas/New Year 2012

Dear Friends and Family,

Behold, I bring you good news of a great joy which will come to all the people; for to you is born this day in the city of David a Savior, who is Christ the Lord - Luke 2:10



Kalen has been working as a security guard for a local company. He has been with them seven months. At church he has run the sound system for services and events. Once again, Kalen and Kiran both enjoyed being leaders on the church youth group rock climbing/rafting trip. He rang in the church bell choir and played trombone for the ecumenical Thanksgiving Eve service.



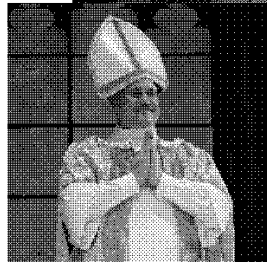
Last year we mentioned that Kiran is a published author. She is working on another book. Kiran is a book designer and editor at Publish Next. She still plays oboe with the Thalia Orchestra in Seattle and plays at church and around the community. She accompanied the newly formed Central Kitsap Chorale for a Messiah concert. At church, Kiran serves on Session as an Elder. She is on the Worship Committee, rings with the bell choir and sings in the choir. She has been hired to run the sound system and technology for services. Kiran is planning a trip to Japan visiting a friend in the spring.



Melanie is working on a sequel to, *Run for Hawk's Bay*, a fantasy novel for young adults which is available online. She enjoyed writing this summer at the cabin as she worked as House Manager for, *Annie Get Your Gun*, in Leavenworth WA. Melanie serves as a Deacon at church. She enjoys creating the program for Bremerton Community Theatre. In February, Melanie, had surgery for a rotator cuff tear on her right shoulder and late this year, she had an arthroscopic procedure on her right knee. Melanie's mother, Margie, is close to 90 years old. She had to move into an assisted living facility

and Melanie spends time visiting and watching over her care. We hope this is temporary, prayers appreciated for Margie.

Gary enjoys singing in the church choir. He sang the solo Bass Recitatives and Aria in the *Messiah* concert for Christmas. At the end of June, he had a total knee replacement. He was not onstage with Leavenworth Summer Theater, however, they asked him to substitute on drums for one performance. In the spring he played Avram in *Fiddler on the Roof*. Being available in the summer, Gary decided to audition for two theaters in which he had never performed. He was cast at WWCA as Dr. Einstein in *Arsenic and Old Lace*, and at Tacoma Musical Playhouse he performed in *The Sound of Music*.



We enjoy hearing from you and reading your letters. May God's blessings be upon you and your family.

Gary, Melanie, Kiran and Kalen Spees

CUBAN MISSILE CRISIS – 1962

FROM THE RANDOLPH – FIFTY YEARS AGO

Recently, your Editor received an e-mail from an officer who was on the Randolph during the Cuban Missile Crisis in October, 1962. Many thanks to Don Farber (Cdr, USN Ret.) for this account.

I was a boot Ensign in the Comm Department in late Oct, 1962---decrypting, encrypting messages, etc. when the Missile Crisis broke.....As a typical Ensign, I was in the sack when Randolph Captain Harry LaFayette Harty, Jr. (USNA grad from Missouri, and later a 3 star admiral, who was Senior U.S. military delegate to the U.S. Mission to the UN) came on the 1MC and announced our task group has surfaced a Soviet diesel submarine.....strange, but what I remember is Harty announced we had surfaced a "Saviett" submarine. It was a few miles away...As I recall the sub came up and stayed up about a day....deciding, I guess, that while it was charging its battery, it might as well stay up a long time and get itself fully charged.....One of our tin cans stayed with it at close range for almost a day as I recall. When it dove again, I recall we didn't keep contact too long.....the thing I remember is that our V6 Air Dept. Maintenance officer....LCDR Bird...spoke fluent Russian, one of 2 translators who just happened to be on the ship, was flown over to the tin can so he could talk to the Soviet crew, who had peeked their heads up on the Sub's conning tower.....I remember them saying that the Russians were waving, joking, etc, hand signal, etc.....Thing about Bird, he was quite a guy, before he joined the Navy, he was a professional musician, having played with the Sy Zentner band.....Another thing I remember about the Cuban Missile crisis was that we (Randolph) had a real fuel crisis..(don't remember if that was before--or after--the sub encounter).....we were down to an astounding 5% fuel level, having missed a couple rendezvous' with two tankers....We were at bare steerageway for a day just to save fuel and not go dry.....I happened to decrypt a message from a tanker about that time, only a "priority" info message to Randolph, with a lot of addressees.....Being a communications officer, I stayed away from the bridge (as much as I could). Anyway the coded message came in from the tanker, Randolph was just "info," not "action," so I nonchalantly decoded (it was very garbled) the message, typed it up in plain language and walked it up to the Bridge. ...As soon as I got to the Bridge with my message board, all the senior officers up there, including the chief of staff, went bonkers when they saw who the message was from.....I started sweating immediately because the latitude and longitude that I put in the write up, was put together with some guess work on my part...(as I said, the coded message was "garbled")....when the Chief of Staff took my message board and started plotting out the coordinates that I had decoded....I thought "oh

shit". Had I known the tanker's position was so critical, I would have been more careful. I didn't have the nerve to pop up and say "Hey, Captain, don't put too much stock in my coordinates, because I just winged it." As luck would have it, my coordinates must have been OK, because a couple hours later we rendezvoused with the tanker, and spent 12 hours alongside it filling up on NSFO and avgas. anyway, that's my GI Joe version of the Missile Crisis.....the thing I remember about the JO (Ensign) bunkroom was that it had 32 sacks, and most of the time....most of the racks were being slept in by a majority of JO's (including in port during the work day)....Ah, those were the days.....

Donald J. Farber, Esq.

(Commander, U.S. Navy (Retired))

FROM A DIFFERENT POINT OF VIEW

Your Editor had a slightly different job during the Crisis. In 1962, I was off the Randolph for 3 ½ years and had graduated from Bradley U. Working in Canton, Ohio, in October, it was now time for ACDUTRA (2 weeks active duty for training) with VP-721, my P2V Neptune Squadron from Glenview NAS. We were scheduled to go to NAS Jacksonville (my hometown) and I was really looking forward to it as I drove from Canton to Glenview. Upon arriving, I heard those famous & dreaded words, "Your orders have been changed." Now we were scheduled to fly to Norfolk NAS & fly patrols in the Atlantic, looking for USSR ships with missiles. Officially, my job was to fly in the ECM (Electronic Counter Measures) seat. However, that was a little over the head of this Aviation Boatswain's Mate. I did redeem myself by cooking and serving steak & onions to the crew on our 12-hour flights over the Atlantic every other day for two weeks. It turned out to be the most fulfilling two weeks that I ever spent in Norfolk. I have to agree with Cdr. Farber that those were the days.....



**This is a gripping story of a Navy P-2 lost while on an ISR
Mission in 1953: www.3capecod.com**

VP-1 POPS

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