



**** Summer 2016 ****

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 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.

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

Sent: Thursday, March 10, 2016 1:14 PM

To: Donald Grove

Subject: AMSC Williams & CAPT Johnson

A picture of Bill Johnson and Edward 'Willie' Williams taken in early March 2016 at Willie's residence in Pensacola. Capt. Johnson was passing through the Pensacola area at the time.

Bill said - - - *"Linda and I visited Willie today, what a character! He looked and felt good, walked with a cane, a bit of a problem getting up out of a chair, but behind those bright eyes rests untold sea stories; I heard about 25 pct of them."*



[POPS has heard that Willie has been feeling poorly. He said he'd been in the hospital recently for many tests. Told that he felt that he was on his last legs – couldn't even put on his shoes and socks by himself. Said he had no pep any more. Noted that his voice didn't have its usual vigor. We certainly hope he gets to feeling better. Williams organized the great VP-1 POPs reunion that was enjoyed by many of us at Pensacola in 2000.]

Art Crabtree and his family sent this pic of a cruise they were recently on.

Reportedly, they met Bill Johnson on board.



From: Charlie Budenz <cbudenz@yahoo.com>

Date: April 15, 2016

Subj: Hotrod Charlie



TAKEN ON FRONT STRAIGHT AT 'AUTO CLUB SPEEDWAY-FONTANA'. SUNDAY 10APR16 = CHARLIE 'BUGALOO' BUDENZ, CRUISING @130+MPH IN HIS 2000 FERRARI 550 MARANELLO 'ROMA 4RE'...(used to drive small FIATS, but now 'The BIG Ones'...V-12/505hp/5.0 liter

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From: Bill Johnson [billpatty@charter.net]

Subj: The other Captain Johnson in the family

Date: June 13, 2016

That is Dan, number 2 son He's been a Captain at United 2.5 years, flies B-757 and B-767 internationally. He was Naval Aviator, first tour with VP-22 then a flight instructor tour at Whiting Field. Started airlines 1990 in Guam with Continental Air Micronesia then Continental/United in Newark where he is still based. Loves his job; gets to fly with his favorite Captain every trip. I got to fly with him to Japan and Rome. A very good pilot!



From: Donald Grove [oldfogy@cablespeed.com]
Sent: Friday, July 24, 2015 5:19 PM
Subject: Changing Times

TIME MARCHES ON

What was VP-1's NAS WHIDBEY hangar space in 1969 when the squadron had P2V's, and when it transitioned to P-3B's, is now the EA-18G 'Growler' hangar. That's the electronic jammer version of the FA-18 'Hornet'.

The P-3C's and EP-3E's are now down at hangar-6 – where the A3D's were in the 1960's

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China May Be the Big Winner in the Pentagon's Newest Spying Scandal

The secrets a U.S. Navy officer is suspected of slipping to China could ground America's most important spy planes just when Washington needs them most.

- By Dan De Luce, Elias Groll, Paul McLeary
- April 13, 2016

The U.S. naval officer at the center of a burgeoning spy scandal may not have simply betrayed his country: He may have also helped China compromise Washington's most-sophisticated tool for tracking Beijing's submarines, ships, and planes.

The surveillance aircraft potentially exposed in the espionage case are America's high-tech "eyes in the sky" in the western Pacific, the EP-3E Aries II and P-8A Poseidon, which are equipped with sensors and radar that allow them to scoop up the electronic communications of Chinese forces and monitor their movements.

The Aries, which has undergone significant upgrades in recent years, delivers "near real-time" signals intelligence and full motion video, according to the Navy. The aircraft's sensors and dish antennas — their range is classified — can pick up distant electronic communications, allowing the U.S. military to pick up on any possible threats and eavesdrop on foreign militaries.

The Poseidon, meanwhile, is equipped with the Advanced Airborne Sensor, a sophisticated radar system capable of generating high-resolution imagery at what the military calls "standoff" distances. Coupled with a powerful data link system, the Poseidon can serve as a targeting platform for other weapons in the U.S. arsenal. Its radar can reportedly track a single car at extreme distances, lock onto it, and stream the targeting data to a nearby fighter jet, which can fire a long-range missile at the target. An earlier version of that radar system has also been deployed on some of the Aries planes.

Both aircraft play a pivotal role in tracking China's growing naval might in potential flashpoints like the South China Sea, the East China Sea, and the Taiwan Strait. Beijing and Washington have been at loggerheads over China's construction of an extensive network of runways and harbors that can accommodate military aircraft and ships on atolls and man-made islands in the disputed waters of the South China Sea. If the two countries were to ever engage in open conflict there, the surveillance craft would also be used to relay targeting information to American warplanes.

Determining the plane's exact capabilities and vulnerabilities is of critical importance to Beijing, and now an alleged American spy may have unlocked those secrets.

It's not clear if the naval flight officer at the center of the scandal, Lt. Cmdr. Edward Lin, meant to help Beijing when he allegedly began slipping secrets to Taiwan. U.S. authorities haven't yet made public — and may not themselves know — whether they believe Lin was knowingly providing intelligence to China, or whether the information he allegedly gave Taiwan was stolen by Chinese spies inside Taiwan's security services.

"The area in which Lin was working matches up with Chinese areas of interest, including their military modernization programs and the tension over the South China Sea," Mike Sulick, the former head of counterintelligence at the CIA as well as the agency's national clandestine service, told Foreign Policy.

Planes such as the Poseidon and Aries also soak up electronic data as they fly along China's coastline. This includes, for example, emissions from coastal radar stations, radio communications, and other data traveling through the air. That information can be used in mapping radar stations and planning for an eventual strike on Chinese territory. Lin's suspected espionage could possibly compromise such plans by revealing what weaknesses in Chinese defenses that the United States has managed to observe.

Lin was born in Taiwan and has written critically online about China's Communist government, raising questions about whether he would knowingly try to help Beijing. Sulick, the former CIA officer, said one possible explanation is that Lin was a victim of a "false flag" operation in which Chinese agents posed as Taiwanese spies — leading Lin to mistakenly provide information to an American rival instead of an American ally

information to a Taiwanese contact, who then forwarded it to Beijing. Fondren had been serving as a deputy director of the U.S. Pacific Command's Washington liaison office.

If the charges against Lin prove true, it would add yet another notch to the U.S. Navy's disastrous record of failing to protect state secrets. A cash-strapped American sailor named John Walker spilled a trove of secrets to the Soviets from 1967 to 1985, allowing Moscow to read a vast number of coded messages and know where American submarines were operating. After the damaging Walker scandal, the Navy tightened its rules to ferret out spies and soon discovered that a civilian intelligence analyst, Jonathan Pollard, had been passing suitcases of classi

fied documents to Israel. Pollard was convicted of espionage and served 30 years in prison before he was released in November 2015.

FP reporter Molly O'Toole contributed to this article.

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[Jay White is a fellow NFO and good friend I flew with in VP-92—KBS]

From: Jay White [bkingjay@aol.com]

Good morning!

Craig is a former F-8 pilot...and retired Delta Captain...grandfather to the graduating captain of the Naval Academy basketball ball team - so you understand the terrific gene pool!

I was very moved by this message, and I hope you will be, too.

Please share it with your kids, and anyone you want to thank...or inspire!

Jay

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

From: Craig Kintzel <cskintzel@yahoo.com>

To: Craig Kintzel <cskintzel@yahoo.com>

Sent: Fri, Apr 29, 2016 01:02 PM

Subject: Fw: [F8U] #3829: Open Line Friday

Once a week I get a newsletter from my Navy F8U Crusader Pilots on the latest happenings. This week was particularly interesting as a former Navy pilot gave some after dinner remarks at a reunion of some kind in San Diego. I hope you enjoy them as much as I did.

Craig

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[Open Line Friday]

Intruder Reunion Speech, San Diego, April 16 2016

Ladies and gentlemen, friends, shipmates:

Naval Aviation, which for me was A-6 Intruders, was the great adventure of my life. It was one of those rare instances in life when the reality lives up to its advanced billing. Actually, the reality was better than anything I dreamed it could be. I have certainly had other great adventures, including marriage, the practice of law, fatherhood, civilian flying and writing. Still, naval aviation was.

Well, let me tell you about it. I was awe-struck by my instructors in flight school. They were mostly fleet pilots doing an instructor tour, except for a few plow-backs who desperately wanted to get to the fleet, and many were combat veterans. They were really old, positively geriatric, in their mid- to late twenties mostly, with a few old crocks in their early thirties.

They were warm and fuzzy, touchy-feely guys. I remember one flight I had in basic training in a T-2 Buckeye, with an instructor who was trying to teach me the nuances of basic instruments. I was trying to make all those little needles behave and grossly over-controlling with a death grip on the stick when my instructor in the back seat grabbed the stick and started bucking the airplane. "You don't have to be smart to do this," he said, and whack whack whack with the stick. "If I had any goddamn brains I wouldn't be here." Whack whack whack. "Now stop trying to squeeze the black juice out of the **** stick. Use your fingers." Whack whack whack. "Your airplane." I thought those guys owned the ground they walked on, and I wanted to be one of them.

After the west coast RAG, VA-128, I reported to VA-196, the Main Battery. On our first cruise to WESTPAC aboard USS Enterprise, I realized that I had finally made it into this Band of Brothers, this fraternity of those who were willing and could and did. It was a self-selected group. All those who didn't want it or couldn't do it had dropped out, or been washed out or killed somewhere along the way.

A-6s were something special because they carried a crew of two. That meant the A-6 squadrons were large, with many diverse personalities. Later, when I tried to write a novel about the experience, that wonderful human zoo gave me plenty of inspiration.

No doubt your naval aviation adventures were very similar to mine. The young nugget pilots and BNs, the old fart lieutenant commanders, and the fossil commanders were almost universally from blue-collar or middle-class families. Naval Aviation was a step up in life for all of us. To my delight, I fit right in. I had grown up in a coal town in central West Virginia; I knew that no matter what happened, I didn't want to spend the rest of my days grubbing out a meager living

in the coalfields. That ambition kept me motivated all the way. Not that we were making big bucks in the Navy, because we weren't. Still, we were all a part of something larger than we were individually; we served in the United States Navy and Marine Corps, and we served our nation.

Truthfully, I feel blessed that life gave me that opportunity. And I feel sorry for all of those young men who found a reason to take the easy course, who didn't see or appreciate the challenges of naval aviation that demanded the best that was in them every single day, from flying, counseling sailors, pretending to give guidance to chiefs, wrestling with the supply system and the paperwork, to horsing around with friends in the ready room and ashore. Later, for me, came a flight instructor's tour at VA-128 and a tour as an assistant catapult and arresting gear officer aboard USS Nimitz. Every day I was called upon to give the best I had.

I loved the Navy and would have probably stayed in until they kicked me out if I had only had a wife who was willing to share the adventure. Mine wasn't. So after nine years of active duty I pulled the plug, went to law school, became a lawyer and ultimately got into writing.

It was in 1984, after a divorce, when I had plenty of spare time and absolutely no money, that I finally decided to put butt in chair and write that story of what naval aviation was like during my two Vietnam cruises. The flying, the dying, the fear, the exhilaration I felt in a cockpit with the stick and throttles in my hands and the rudder pedals beneath my feet, the insanity of the Vietnam War, the truly marvelous young men I shared it with -- all of it. I only wish that I had been a better, more experienced writer, but I wasn't. Still, I had lived it and tried to capture it. I was willing to fail. You can't be a writer unless you are willing to fail.

Like every first novelist, I wrote nights and weekends. Unlike most, I then got lucky: The US Naval Institute was looking for a novel to follow Tom Clancy's *The Hunt For Red October*. I had thirty-two rejections in hand when the Naval Institute accepted my little flying story, picked my manuscript from the 150 that had been submitted. The original working title was *For Each Other*. I thought that title worked rather well, because if we didn't know what we were fighting for, at least we knew we were fighting for each other. The publisher thought that title smacked too much of a romance novel. They retitled it *Flight of the Intruder*, and to my absolute amazement, the novel stayed on the New York Times bestseller list for 28 weeks.

Fools occasionally ask me if I was Jake Grafton, the hero of the tale. Of course not. The book was the lore of the time and place, and the characters were amalgams of all the people I met in naval aviation. I didn't want to tell my story -- I wanted to tell everyone's story. One perceptive reviewer noted that all the characters in the book were flawed in some ways and heroes in oth-

ers. Of course: they were human.

That is not to say I liked everyone I met along the way, because I am no saint and only a saint could do that. I met some jerks and I met some fantastic officers who rose to very high positions in the Navy. But most of the people I met were like me, serving their country, doing the best they could, and eventually, sooner or later, they left the service and got on with the rest of their lives. They were the same type of men who served with George Washington, with U.S. Grant, who fought in the trenches of France, who manned the destroyers and destroyer escorts in the Battle of the Atlantic, who went ashore on Guadalcanal and Iwo Jima, who manned SBDs and torpedo planes to hit the Japanese task force at Midway. I am so proud that I was one of them.

All of us carry Naval Aviation with us everywhere we go, every day.

Sometimes young men and women ask me if they should join the service. Yes, I always say. It isn't a lifetime commitment. The experience will enrich your life if you treat every day as an adventure, not a career. If you spend your days sucking up to the boss while worrying about your fittie, you won't enjoy the challenge and the people. Do something else. Go to truck driving school, or become a plumber, or a politician.

The success of *Flight of the Intruder* allowed me to become a professional novelist. I have been doing it for thirty years. So far, I have published 36 books: twenty-one solo novels, nine co-authored tales, one work of nonfiction, and five anthologies. One of my novels was published under a pen name, Eve Adams, *The Garden of Eden*. Three of my novels were actually semi-sci-fi, the Saucer trilogy. If you are a hard-core sci-fi fan, you will be disappointed. The three Saucer tales are flying stories, chase books mixed with political satire.

I am always a bit skeptical when someone tells me they have read everything I ever wrote, because very very few people ever found *The Garden of Eden*, no doubt because the publisher slapped a pen name on it and refused to tell anyone who wrote it. Like most of my old paperbacks, you can buy it on amazon for a penny plus shipping. If you can't afford a penny for a really terrific book, you should probably get a job as a greeter at Walmart.

My latest literary crime is *The Art of War*, which was published in February in hardcover, audio and ebook formats. The Chinese plant a nuclear weapon in Norfolk to destroy the Atlantic Fleet, sort of Pearl Harbor II. Fortunately Jake Grafton and Tommy Carmellini manage to once again save the world as we know it from the forces of evil, which is the definition of a thriller.

I'd like to close by telling you about a telephone conversation I had with a former A-6 pilot, Cap-

tain Sam Sayers, who flew eleven missions against the bridge, in Alpha strikes and single-plane night missions as a member of VA-85. Many of you will remember Captain Sam, who went on to command the Blue Blasters of VA-34, then the east coast RAG, VA-42. He and his BN Charlie Hawkins were once shot up near Vinh. He made it to the ocean, and when the plane, which was on fire, became uncontrollable, he and Charlie ejected. They were rescued from the ocean by an HU-16 Albatross from Da Nang. I met Sam when he was the technical adviser on the movie Flight of the Intruder and we became good friends and hunting buddies. As he once told me about the movie, "Don't blame me. I would tell them that they had something wrong and the director would listen respectfully, then say, 'Duly noted, but we're making a movie. Now go find a chair in a corner and watch.'"

I suppose you have all seen the movie at one time or another. At the publicity blast for the opening, the director, John Milius, asked me if I would have done anything differently than he did. I would have opened the movie differently, I said. I would have had Jake and Morg fly the mission, take the bullet, and after landing back aboard ship, I would have had the camera linger on the scene of the corpsmen lifting the BN's body from the cockpit as the opening credits ran, and I would have showed the blood. A cockpit full of blood, rich red blood, all over everything. The novel and the movie are about blood. As is naval aviation. As is war. The Intruder crews were American warriors riding the hard, sharp, deadly tip of the arrow. Some of them gave their lives, and some of them spent an early stint in hell as prisoners of the North Vietnamese.

I remember standing at my locker aboard Enterprise donning my flight gear for missions up north. Taking off my wedding ring, putting my wallet in the locker, knowing that I might be shot down, killed or captured. You had to be willing to die to do this. I was young, and perhaps foolish, but I was one of those idiots who would rather die than look bad, one of those who would rather die than let my shipmates down, those whose luck was not as good as mine, those who had gone before and paid the ultimate price.

I didn't get shot down, and obviously I didn't die. My luck was better than those who did, and believe me, it was only luck. So I tried to tell their story, your story, our story, for all of us. For Each Other.

But I digress.

I ended my telephone call with Sam Sayers a few weeks ago with a question. "Knowing all you know now about naval aviation and the political mess that was the Vietnam War, if you had it to do over again, would you do it?"

Sam spoke for me, and perhaps all of us, when he said, "Hell, yes!"

Thank you ... and God Bless America.

Stephen Coonts

Via R.G. Hoch

23 April 2016

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From: p3cliff@netzero.net on behalf of p3cliff@netzero.com

Sent: Friday, March 11, 2016 10:43 AM

Subj: Medical News

I hope that you and yours are well. An old friend recently told me something I was not aware of (did I hear a voice saying "there's a lot you are not aware of"). Anyway if you put into Google "Prostate Cancer and VA Disability" and go down to "Prostate Cancer and Agent Orange - Public Health" you find the following "Veterans who develop prostate cancer and were exposed to Agent Orange or other herbicides during military service do not have to prove a connection between their prostate cancer and service to be eligible to receive VA health care and disability compensation." In other words if you were in Nam you do not have to prove cause and affect!! Might be worth putting in newsletter if I am interpreting this correctly.

We had dinner with DR last Monday in JAX, he is good... We leave for UK on 10 April and we will not return until after the elections. Regards and myself and Susan

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Female pilots teach youths about training at local library

By Julie M. Lucas

NAS Jacksonville Public Affairs

In 1933, Amelia Earhart took First Lady Eleanor Roosevelt on a flying lesson.

This story was told to local youths in Jacksonville at the Brown Eastside Library during the "Fly Like a Girl" event March 16, as a part of Women's History Month.

Two female pilots from NAS Jacksonville-based squadrons, Lt. Lindsay Asdal, VP-30, and Lt. Lara Bzik, VP-45, spoke about their experiences.

"Out of around 100 officers in my squadron, there are only nine females," Asdal said.

During the reading of the book, "Amelia and Eleanor Go For a Ride" by Pam Munoz Ryan, questions about flying popped up, in regards to flying at night.

"Is it scary?" "How big are stars?" were some of the questions the pilots were peppered with by the participants.

"I think flying at night is very fun," said Asdal. "You can see planets and the stars are very small."

"Did you fly a plane here?" one youth asked the pilots. The pilots had to tell the youth, unfortunately no, they did not fly to the library.

Following the reading, the participants folded paper airplanes, while being instructed by the pilots. A flying competition followed, with alterations being done on the planes.

The pilots told the youths about training they received as well as college opportunities and other benefits Navy provides. The pilots listed some of the countries they had been to.

"I have around 1,400 hours as a pilot and I have visited around 15 different countries like India, Italy and England," said Asdal.

Asdal told the participants that it took almost two years of training before she became a pilot.



Bzik attended the U.S. Naval Academy in Annapolis, Md., and said that she hadn't decided to be a pilot until she was halfway through her training.

The participants then had an opportunity to don a flight suit, gloves, and helmet, giving them a glimpse of what kind of gear the pilots use.

"I felt like opportunity was extremely important for our youths, particularly in this part of the city where crime is so prevalent," said May Kramer, part time library associate.

Kramer is a former Army helicopter maintenance technician.

The event ended with the youths taking photos with the pilots, many of them proudly speaking about showing the photos to family members.

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From: Fred Fink [ffink1@comcast.net]

Subj: Granddaughter's Graduation

A picture from my granddaughter Erin's graduation from Great Lakes NTC boot camp this last weekend. (680 grads that weekend.) She left for Nuclear Propulsion "A" school in Charleston, SC the next morning so it was a short weekend. After "A" school is about another year and a half of "B" school, so she'll be in Charleston almost two years.

My daughter Michelle served in the Navy as a pilot, so the Navy tradition carries on.

My daughter's husband and Erin's father Sean is currently serving in the Army National Guard and is the CO of the 72nd Btn. Here in Texas.

Erin is scheduled to attend "A" school in April to be a Nuclear Technician.



Erin was able to call last weekend. She is doing well. She said something about our parenting style being modelled from how recruit training is run. I found that funny, I guess that means she fits right in.

She wound up in a special test program while there, the Navy is testing out I pads to see if that enhances training. She said she got to meet the CNO and the MCPON as part of it. Here is an article explaining more:

http://www.navy.mil/submit/display.asp?story_id=93339

Just wanted to share.

BABY, I'M HOME



Photo by Debra Vaughn / Whidbey News-Times

AWF1 Robert Crane holds his fifth son, Joseph, for the first time while his wife, Teresa, looks on. This is Crane's last deployment and the first time he wasn't able to be present at the birth of one of his children. After embracing his children and wife, he fed his newborn son from a bottle. The first wave of the VP-1 Screaming Eagles squadron came home to Whidbey Island Naval Air Station this morning. The squadron was deployed for seven months.

The rest of the squadron will trickle home in the next month, with the last batch of personnel expected in mid-September. The squadron participated in anti-submarine warfare, surveillance and reconnaissance. They also helped rescue fishermen from a sinking ship near the Philippines.

P-8 News

The P-8A Poseidon program is continuing its track record of success, delivering more than 30 aircraft to the U.S. Navy and moving into full-rate production.

In military programs, full-rate production is a significant milestone because it confirms that the program has met its contractual requirements and that the aircraft and production process are meeting a customer's expectations. "It's due to your dedication and skill that we've reached this milestone," Matt West, manager of P-8 and 737 Military Derivatives within Commercial Airplanes, told employees during a celebration for the rollout of the first full-rate aircraft. "And we're continuing to deliver to the U.S. Navy on time or ahead of schedule."

Cmdr. Matt Kennedy, chief staff officer of Patrol and Reconnaissance Wing Ten from Naval Air Station (NAS) Whidbey Island in Washington state, echoed West's comments. He also told em-

employees how much he is looking forward to having P-8As based at NAS Whidbey Island. "I hope that I'll be able to reciprocate your hospitality soon," he said, "and invite you all to Whidbey NAS to see your planes in action." Jimmy Dodd, vice president and P-8 program manager, said the P-8 team; Boeing Defense, Space & Security; Commercial Airplanes; "and all our suppliers have done an outstanding job working together."

"The in-line production concept is an industry first," Dodd said, "and our team has proven it not only works, it saves our customer time and money, and ultimately gives them a top-quality product when they need it. There's nothing better than that."

After rolling out of Boeing's 737 factory in Renton, Wash., P-8As are flown to the Boeing Defense, Space & Security mission systems installation and checkout center in Tukwila, Wash.

Boeing plans to deliver the completed first full-rate production aircraft to the U.S. Navy in March.



Received from a retired Navy CAPT.

I was aboard NAS Whidbey's Ault Field a few days ago and passed by where the new training buildings for the P-8 are being built. These buildings will hold the flight, crew, and weapons systems training simulators. Oddly, these buildings are located just across the street from the P-3 that's on static display near the center of the base.

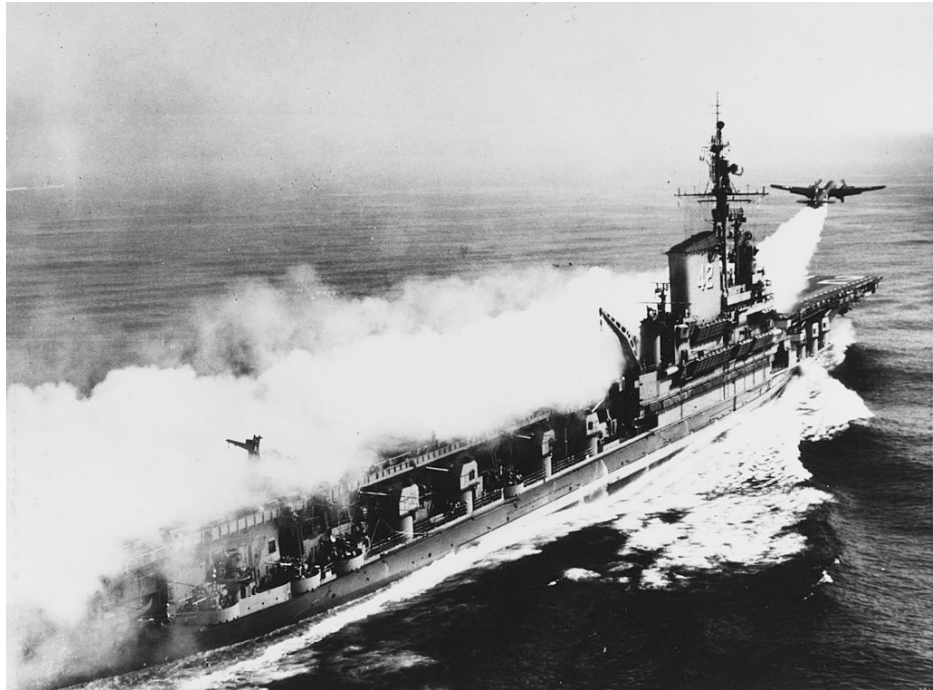
Note the attached picture of the P-8 assembly line at the Boeing plant located in Renton, just a bit south of Seattle.

DonG

The P-2 Nuclear bomber

A P2V takes off from USS Franklin D. Roosevelt (CV-42) in 1951

At the end of World War II, the US Navy felt the need to acquire a nuclear strike capability to maintain its political influence. In the short term, carrier-based aircraft were the best solution. Nuclear munitions at that time were bulky and required a large aircraft to carry them. The U.S. Navy improvised a carrier-based nuclear



strike aircraft by modifying the P2V Neptune for carrier takeoff using jet assisted takeoff (JATO) rocket boosters, with initial takeoff tests in 1948. However, the Neptune could not land on a carrier, therefore the crew had to either make their way to a friendly land base after a strike, or ditch in the sea near a U.S. Navy vessel.

It was replaced in this emergency role by the North American AJ Savage, the first nuclear strike aircraft that was fully capable of carrier launch and recovery operations; it was also short-lived in that role as the US Navy was adopting fully jet powered nuclear strike aircraft.



AJ-1 Savage

From: Fredric [ffink1@comcast.net]

Sent: Friday, February 19, 2016 6:31 PM

Subject: P2V Shot Down?

From: Donald Grove [mailto:oldfogy@cablespeed.com]
Sent: Friday, February 19, 2016 3:08 PM
To: Donald Grove
Subject: P2V Shot Down?

Received the below from Capt. B. D. 'Bill' Johnson concerning the P2V 'Market Time' video. Interesting story about the P2V and crew flying North out of Iwakuni. I remember that flying a 'ParPro' along the North Korean coast, out of Iwakuni, in 1970's were a bit nerve wracking.

From: Bill Johnson

Subject: RE: P-2's & 'Nam

Thanks Don. I have the DVD of this but have misplaced it. Years ago I sent a copy of this DVD to Don Swendsen since he was in a short scene. One day at Tan Son Nhut a Navy Combat Photo Team showed up to do a Market Time film. I had the flight that day so they rode with me, which is why I had a starring role in the movie. That old P-2 was a good looking airplane, big round engines, long slim wings and the MAD cone was always intriguing. I always wished that the pilot's yoke had been mounted in the bow; such a view! When I was out of the cockpit I spent many hours down there. My first Fleet tour was in VP-28 flying P2V-5F's; my plane was a 128 series which had the big 350 gal tip tanks; I liked the extra 300 gals of fuel they gave me. 1962 – 1965 I was the P2V flight test pilot at O&R Norfolk so got to fly many different BUNOS.

One of my memorable flights was when it appeared to the squadron that I had been shot down. We were on patrol way up north in the Sea of Japan in sight of the Russian landmass when we got a warning that we were being intercepted and would likely be attacked. We had previously been intercepted by two Mig 17's as we passed Vladivostock. Our procedure was to abort the flight, make no more radio transmissions, light the jets and head for Iwakuni flying about 50' off the water. Of course we disappeared from the radar site up there. About three

hours later we popped up over the mountains and landed at Iwakuni and learned that Armed Forces Radio was reporting that an American airplane had been shot down by the Russians and all indications to the squadron was it was Crew 11. Well it turned out that on this day, May 1, 1960, Gary Powers in his U-2 had been shot down so Crew 11 lived to fly again.

Thanks again for sending me the video.

Bill

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[Slow Boat to onsta – Oy]

Paris Air Show 2015: Lockheed Martin says maritime C-130 offering for UK has international potential

Gareth Jennings, Paris - IHS Jane's Defence Weekly

18 June 2015

The UK is set to retire its 24 C-130J aircraft in 2022, but Lockheed Martin has touted the option of retaining them for the maritime patrol role. Source: Crown Copyright

Lockheed Martin plans to leverage for the international market the maritime patrol C-130 upgrade that it proposes for the UK, a company official told *IHS Jane's* at the Paris Air Show.

With dozens of operators around the world already fielding the venerable airlifter, George Shultz, Vice President and General Manager C-130 Programs, said that the palletised maritime patrol aircraft (MPA) that it is touting for the UK could be a good fit for others.

"We have been in discussions with the UK over its MMA [maritime multimission aircraft] requirement, and we believe that our solution [of converting existing C-130s in the inventory] could meet other customer needs around the world," he said.

While no formal requirement currently exists, the UK is widely believed to be looking at options for reintroducing the MPA capability that was effectively lost when the BAE Systems Nimrod MRA.4 programme was cancelled in the 2010 Strategic Defence and Security Review (SDSR).

The Royal Air Force (RAF) has 24 C-130Js in its inventory, which are currently due for retirement in 2022. It has been suggested that some might be kept in service for special forces use, and Lockheed Martin's proposal is that a palletised mission kit might be a good option for the UK.

"The components that would go into our roll-on/roll-off mission kit already exist and are in service today, and we have integrated everything that would be required, except torpedoes, which could be done," said Shultz.

Shultz said that Lockheed Martin would have a better understanding of UK requirements after the SDR that is due later this year, but with all the talk being that the procurement or lease of the Boeing P-8A Poseidon is a done deal, he noted the advantages that the C-130 might have over it. "The P-8 is a fine aircraft, but the C-130 [upgrade] offers an innovative way to use already existing platforms for a completely new mission, and it means that you can use the infrastructure that you already have also," he said.

In terms of potential international customers, Shultz declined to name specific countries, except to say that the company has had a lot of interest in the concept from various operators.

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From: Carson Hunt ccae@zoominternet.net
Date: May 15, 2016

Subj: Peggy Fredrick Obituary

Aloha,

I just received a phone call from DR White informing me of Margaret (Peggy) Fredrick's passing. She died on May 10 and her funeral will be held Monday, the 16th at 11AM. I am including a link to the obit as listed below. I will try to get flowers to the church prior to the funeral. If that can't be arranged at this late date, I am open to suggestions as to a memorial from POPs in her honor.

On a happier note, DR is doing fine and is home after a triple bypass.

Grace & Peace,

Carson J. Hunt-Chaplain, VP-1 POPs

www.jensenfuneralandcremation.com/home/index.cfm/obituaries/view/fh_id/11855/id/3718412

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On 4/29/2016 8:33 PM, Fredric Fink wrote:

Received this from Laurie Betz

From: Laurie [mailto:lbelacherb@aol.com]

Sent: Friday, April 29, 2016 6:59 PM

To: ccae@zoominternet.net; ffink1@comcast.net; feninaf@gmail.com

Subject: RE: Carolyn Morasch

Hi there,

I have just read that Carolyn Morasch had a stroke last night. She was flown into a Jacksonville Fl. and had surgery to remove some clots but they couldn't get them all. She is on Medicine to dissolve those. At this time she has no use of her left side.

I am going to get an address from her daughter to send a card. I wanted to let you all know in case you had not heard.

Laurie

New update- Carolyn has just replied to me via FB and she gets to go home tomorrow. Great News! Her address is 11247 San Jose Blvd. Apt. 1403 Jax, Fl. 32223.

Carson and Reisse you have another e-mail from me. I also read that DR's surgery went well.

Laurie

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Aloha All! (from Carson)

First, I'd like to thank Laurie for helping me/us keep up with all that's going on with VP-1 folks. I don't have a Facebook account so emails and phone calls are what keeps me up-to-date. Fred bounces emails my way when he gets them as do some others such as Groovey.

I send cards when I know who needs them and I have an address. I don't ask for reimbursement from POPs for cards or postage so they often go out when no one but the recipient or their family knows about it. When POPs' officers approve, I send flowers. I am compensated by POPs for those. I often send separate cards from POPs and me and Chris; sometimes just from POPs.

I will be getting cards out to Carolyn and D.R. tomorrow. Carolyn and I have talked a few times since Shark's passing, the last not long before she moved to Florida. Shark is to be buried in Arlington in August; exact date will not be known until sometime next month. If It is at least a couple of days prior to a Sunday I hope to attend and visit Dean and Val Potts in NJ either before or after. I'm back in the pulpit every Sunday now until at least the end of the year.

I called D.R. a couple of hours ago. Sounded fantastic and he's already in step down. Not bad for a triple bypass. Eddie Dayrit had been in to see him today. D.R. may get to go home this weekend or early next week.

Hope you all remembered or were reminded that today is the National Day of Prayer. It's not too late.

Grace & Peace,

Carson

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From: Rick Campbell <rick@rickcampbellauthor.com>

Sent: Friday, April 08, 2016 11:47 PM

Subject: **Re: Donation to your Squadron Reunion**

Thank you for the update. I'll be in touch with you next year, offering to send you a book or two and some SWAG. Until then, take care.

Best Regards,

Rick

From: Rick Campbell <rick@rickcampbellauthor.com>

Date: April 8, 2016 at 2:35:16 PM EDT

To: Carson Hunt <ccae@zoominternet.net>

Subject: Re: Donation to your Squadron Reunion

Reply-To: Rick Campbell <rick@rickcampbellauthor.com>

Hi, Carson,

I'm Rick Campbell, a retired Navy commander and writer for Macmillan / St. Martin's Press. Over the last two years, I've donated to over 800 Navy ship and squadron reunions, and I'd like to donate to your VP-1 reunion again, if you're having one this year.

If you're interested, I'll send you a signed hardcover of *Empire Rising* — a Barnes & Noble Top-20 bestseller last year — to use at your reunion (raffle, auction, guest speaker gift, etc.), plus 20 koozies (see photo below). Last year I sent 100 bookmarks, and I'll send you the same number this year. If that's not the right quantity, please let me know.

If you'd like to accept the book, koozies, and bookmarks, please let me know where to mail them and when you need them by. (There is no charge for anything, and I'd really appreciate your help getting the word out again.)

Best Regards,

Rick Campbell

From: bames13@hcc.net [mailto:bames13@hcc.net]

Sent: Saturday, April 23, 2016 8:45 PM

Subject: Request for photo of P2 in flight

Ken:

I would like to get a good photo of one of our (VP-1, YB) SP2H Neptunes in flight? The old 35 mm slides I have are of aircraft on the ground. Does anyone have a photo that they are willing to share? Thanks.

Bob Ames
bames13@hcc.net

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From: Lusk, Paul [Paul.Lusk@ti.com]
Sent: Sunday, February 28, 2016 3:33 PM
To: Ruth Hunt

Subject: Re: Shark Morash has Passed Away

Sad news indeed. We will get the word out. Prayers for Carolyn and family.

On Feb 28, 2016, at 12:30 PM, Ruth Hunt <rrnw@comcast.net> wrote:

Shark passed at 10:15 am this morning Kansas City, Missouri time. Very sad, they were planning on coming to visit us this spring.
Ruth & Rich

From: Lusk, Paul [mailto:Paul.Lusk@ti.com]
Sent: Sunday, February 28, 2016 11:48 AM
Subject: Re: Shark Morash: VP-1 POPs Member III

Thanks for the heads up; very sad news.

On Feb 28, 2016, at 9:48 AM, Ruth Hunt <rrnw@comcast.net> wrote:

Rich had a call from martin at 6:40 this morning. They have turned down his oxygen level from max. he is barely breathing, very low brain function, just enough to keep his heart going. Has a pain drip for pain and to make him comfortable. Doctors said it wouldn't be long maybe a couple hours. Rich spoke with Carolyn for a couple minutes and she seemed to be doing okay at the moment. Will keep in touch.

Rich Hunt

From: Lusk, Paul [mailto:Paul.Lusk@ti.com]
Sent: Friday, February 26, 2016 12:59 PM
Subject: RE: Shark Morash: VP-1 POPs Member III

Carson,

Thanks for the feedback. Because Carolyn wants us to pass the word, I will post something on the VP-1 POPS Facebook page.

Regards,

Paul

From: Carson Hunt [mailto:ccae@zoominternet.net]
Sent: Friday, February 26, 2016 12:44 PM
Subject: Re: Shark Morash: VP-1 POPs Member III

Aloha All,

I just got freed up (maybe) for the day and found this email. It was my intention to forward what I knew about Shark this morning, but I got tied up early and it's just now slowed a bit. Last evening I received a call from a sobbing Carolyn who told me about Shark. What I understood was that his time may be in days or a week(s). I was able to carry on a good, but short conversation with Shark.

The close family was with him, and yes there was much background noise. I thank Ruth Hunt for sending on to Don Grove info that I was not able to hear and/or maintain. Thank you Don for passing it along and the same to Paul. Carolyn wanted me to help get the word out, so all of your help is greatly appreciated. Please feel free to pass this on to others you think would want to know or that Carolyn and Shark would want to know.

I told Carolyn she could call any time. We had prayer and Shark assured me he was not afraid to die and that he was right with God. Many of you may not know this, but a few years ago, until his health deteriorated, he and Carolyn had planned to move to Ohio near Cincy and attend seminary! Unfortunately that was not to be. God has his own timetable for each of us. The lectionary for Sunday includes Luke 13:1-9.

Please keep Shark and Carolyn in your prayers.

Grace & Peace,
Carson

From: Fredric [mailto:ffink1@comcast.net]

Sent: Friday, February 26, 2016 10:47 AM

To: Fredric

Subject: FW: VP-1 POPs Member III

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

Sent: Friday, February 26, 2016 11:41 AM

To: Donald Grove

Subject: VP-1 POPs Member III

I received the below e-mail from the Hunts in Bellingham, WA concerning the dire health of Paul 'Shark' MORASCH. Paul is/was a member of VP-1 POPs. He served in VP-1 as an 'AW' flying with crews 5 and 12. Along with Rich and Ruth Hunt, Paul and his wife Carolyn were prime movers in getting the first VP-1 POPs get-together in Bellingham organized back in 1997. Carolyn Morasch's performance searching for and contacting previous VP-1 squadron-mates to get the ball rolling was outstanding. The Morasches currently reside in Kansas.

Don Grove

From: Ruth Hunt [mailto:rrnw@comcast.net]

Sent: Thursday, February 25, 2016 5:42 PM

Subject: Update on Paul Morasch

Not good news. Could you pass the word along. He has systemic scleroderma and apparently his lungs are very involved. This involves hardening of the lungs so that one cannot breathe. He is in ICU on a very high dose of oxygen. Martin (his son) said maybe weeks. We could hear Carolyn in the back ground crying, they had just come from talking to the doctor. I do not have Carson Hunt's email or I would send a note to him. Am depending on you to get the word out.

Thanks, Ruth

From: Fredric [ffink1@comcast.net]

Sent: Tuesday, March 01, 2016 8:06 AM
To: Fredric
Subject: **FW: Another one goes home**

[Received this from another shipmate.](#)

Subject: Another one goes home

Got this off of face book...J

Passing of AWC Paul "Shark" Morasch

One of our own passed on to the heavens today; "Shark" touched and influenced the careers of many young AWs when he taught acoustics and tactics at FASO Moffett in the late 70's, known to be tough but fair in his debriefing of crews at ASWOC Sigonella, he always looked for a teaching moment. His dedication to get the very best to the fleet when assigned as an ASWOC liaison at NESEA was without challenge. He leaves behind many fond memories of a wry sense of humor and a tenacious desire to get things done. He will be missed by many that had the opportunity to serve and work with him.

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From: Peter S. Olsson [olssonpeters@aol.com]
Sent: Monday, January 11, 2016 10:35 AM
To: asa663@verizon.net
Subject: Texas

Merry 2015 to all!

thanks peter

Peter S. Olsson
79 Haverhill Way
San Antonio, Texas 78209
USA
Home : 1-210-822-8675
Mobile : 1-210-602-7383

[Unfortunately, attached pix would not transfer—KBS]

New ASW Unmanned Ship: The Sea Hunter



DARPA's Anti-Submarine Warfare (ASW) Continuous Trail Unmanned Vessel (ACTUV) program -- now known as Sea Hunter -- is an unmanned surface vessel to detect and track diesel-electric submarines. The program's lead contractor is Leidos (formerly SAIC) which uses an autonomous surrogate vessel called [Pathfinder](#) to develop the ACTUV's technology.

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U.S. Naval Flight Officer LCDR Edward Lin Accused of Giving U.S. Secrets to China

By: Sam LaGrone

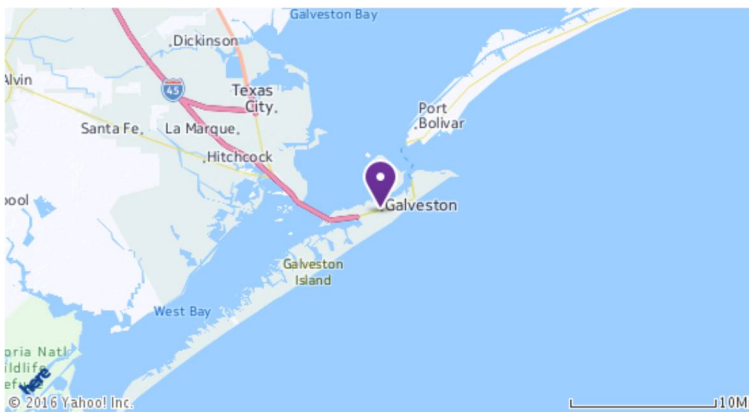
April 10, 2016 3:13 PM Updated: April 10, 2016 9:46 PMLt. Cmdr. Edward Lin

A U.S. naval flight officer with an extensive signals intelligence background was accused by the service of passing secrets to China, USNI News has learned.

Lt. Cmdr. Edward C. Lin, who served on some of the Navy's most sensitive intelligence gathering aircraft, faces several counts of espionage and other charges outlined during a Friday Article 32 hearing in Norfolk, Va.

Lin, originally a Taiwanese national before his family moved to the U.S., had a career as a signals intelligence specialist on the Navy's Lockheed Martin EP-3E Aries II reconnaissance aircraft, several sources confirmed to USNI News.

POPS REUNION 2017: GALVESTON, TX



For the 2017 Reunion, several locations were considered. These included San Diego, CA; San Antonio, TX; Galveston, TX; Whidbey Island, WA; or a cruise on the ocean or Mississippi River. By overwhelming majority, **the winner was Galveston, TX**, home of the Galveston Historical Museum (<http://www.galvestonhistory.org/category/attractions>). Fred and Fenina Fink have graciously agreed to host this event. **Tentatively**, for those attending the next reunion, there will be a cruise out of Galveston at the end of the Reunion.

Galveston is a [coastal](#) city located on [Galveston Island](#) and [Pelican Island](#) in the [U.S. state](#) of [Texas](#). The community of 208.3 square miles (539 km²), with its population of 47,762 people (2012 Census estimate), is the [county seat](#) and second-largest municipality of [Galveston County](#). Devastated in 1900 by an unforecast hurricane, Galveston lost 8,000 souls. It has long since been rebuilt to be a prime tourist destination.

Several sources familiar with the case told USNI News the country to which Lin passed secrets was China, however, few other details are known about the case given much of the evidence is classified.

The redacted charging documents say Lin allegedly transported secret information out of the country without permission and then lied about his whereabouts when he returned to duty. The charging documents allege he successfully committed espionage twice and attempted espionage on three other occasions.

In addition to the accusations related to transmitting secrets to a foreign power, Lin was also accused of violating military law by patronizing prostitutes and committing adultery.

Lin is currently assigned to commander, Patrol and Reconnaissance Group in Norfolk and has been held in pre-trial confinement at the Naval Consolidated Brig Chesapeake, Va. for the last eight months, sources told USNI News.

According to a 2008 Navy release on a naturalization ceremony at which he spoke, “Lin was 14 years old when he and his family left Taiwan. They had to travel halfway around the world, stopping in different countries along the way.”

He speaks fluent Mandarin and had been a department head for the Hawaii-based Special Projects Patrol Squadron Two ‘Wizards’ (VPU-2) that flew EP3-E Aries II signals intelligence aircraft, two sources confirmed to USNI News.

Lin’s job on the Aries II, which bear a resemblance to the maritime surveillance and anti-submarine warfare P-3C Orion, was to manage the collection of electronic signals from the aircraft – a central coordinator.

The specifics of how the U.S. gathers signals from potential adversaries are among the military’s most closely guarded secrets. Knowing the methodology for how the U.S. gathers signals intelligence – information that Lin would likely have with his Aries II experience – could allow adversaries to devise ways to counter U.S. monitoring.

In addition to his time on EP-3Es, Lin served from 2012 to 2014 as



the Congressional Liaison for the Assistant Secretary of Navy for Finance Management and Comptroller.

The last major incident of espionage by an active duty member of the Navy was the case of John Walker – a Navy warrant officer and submariner who for 18 years passed reams of military secrets to the Soviet Union before he was finally caught in 1985.

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The US will reopen a Cold War submarine hunting base in Iceland

In a sharp change reminiscent of the Cold War, the US is seeking to reopen parts of its former military base in Iceland for the express purpose of hunting Russian submarines.

The base, situated at Keflavik International Airport close to the Icelandic capital of Reykjavik, was first opened as a strategic US airbase for US bombers during World War II.

However, the base took on key strategic use during the Cold War as it allowed the US easy access to patrol the North Atlantic against potential Soviet threats, Forces TV reports.

After the Cold War, US presence in the region began to draw down and within the past ten years the US and NATO have largely stopped using Naval Air Station Keflavik. But, with a sudden return to Cold War-like tensions, the US is planning on once again opening the base for the express purpose of submarine hunting.

Stars and Stripes reports that the US Navy is asking for funds in its 2017 budget to reopen and upgrade its hangar at Keflavik. The upgrade would allow the US to fly P-8 Poseidon patrol aircraft over the North Atlantic with ease — currently, the US has to fly the aircraft out of a base in Sicily to the Atlantic for operations.

The Poseidons would be used for patrolling the Atlantic waters off of the coasts of England, Ireland, Iceland, and Greenland.

The decision to base Poseidons once again in Iceland reflects the gradual shift towards a Cold War-like state between NATO and Russia. For reasons still unknown, Moscow has greatly increased the number of submarines operating the North Atlantic.

There is now more reported "activity from Russian submarines than we've seen since the days of the Cold War," NATO Vice Admiral Clive Johnstone told Jane's.

In addition to an increased number of submarines, the subs are also of higher quality and feature a more professional crew, leading to a general unease among NATO nations.

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China Blocks U.S. Navy Flotilla's Visit to Hong Kong

By MICHAEL S. SCHMIDT and MICHAEL FORSYTHE APRIL 29, 2016

WASHINGTON — The Chinese government on Thursday denied a Navy flotilla access to the port in Hong Kong, Pentagon officials said Friday, the latest sign of escalating tension between the United States and China.

The rare refusal to allow the aircraft carrier John C. Stennis, and several other vessels accompanying it, to visit the port comes two weeks after the Stennis hosted the defense secretary, Ashton B. Carter, on a visit to the South China Sea, where the United States is challenging what it sees as excessive maritime claims by China.

During the trip, Mr. Carter criticized the Chinese and said the United States would work with its allies in the region.

“America’s policy continues to be one valued on principles of peaceful resolutions of disputes, lawful settlement of things like territorial disputes like the South China Sea, or anywhere else, freedom of navigation, freedom of commerce,” Mr. Carter said at the time.

The denial was the first time the Chinese government had refused to allow an American aircraft carrier into the port in Hong Kong since August 2014, according to Pentagon officials. The Navy had asked the Chinese to let the Stennis and accompanying vessels visit the port next week, the officials said.

There is currently a United States Navy ship in port in Hong Kong, the Blue Ridge, Kristin Harworth, a spokeswoman for the American Consulate in Hong Kong, said by telephone. The Blue Ridge is the command ship of the United States Seventh Fleet.

“We have a long track record of successful visits to Hong Kong, including the U.S.S. Blue Ridge, and we expect that to continue,” she said.

American naval vessels are frequent visitors to Hong Kong, regarded as one of the most desirable ports of call because of its night life and shopping. Before the 1997 return of Hong Kong to Chinese rule, entry was never a problem because the city was governed by Britain.

Since the transfer, the Navy has continued to make port calls in Hong Kong, but the Chinese government has on occasion rejected American requests. In 2007, China denied access to another aircraft carrier, the Kitty Hawk, as well as two minesweepers. In 2002, a guided-missile destroyer, the Curtis Wilbur, was also denied entry.

The families of crew members from the Stennis and other vessels had been told that the ships planned to make a port stop, and many had already bought tickets to visit the sailors while they were there.

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Vietnam Vet Radio – The Music You Remember and the Respect You Earned

<http://vietnamvetradio.com/player/player.htm>

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From: K.B. Sherman [asa663@verizon.net]

Date: may 17, 2016

Subj: Another One Graduates

Our grandson, Jacob York, graduated from O'Fallon Township High School (IL) in May. He's off to college in the fall. Congrats, Jacob!



VP-1 POPS

c/o 89 Adams Road

North Grafton, MA 01536