



****Summer, 2014****

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.

Sad News to begin...

From: Bill Patty Johnson [billpatty@charter.net]
Sent: Wednesday, January 29, 2014 9:53 AM
Subject: Patty

To VP-1 POPS from Bill Johnson:

I put Patty, my beloved wife of 58 years, in her final resting place Jan 28, 2014. Patty was buried at the Barrancas National Cemetery at NAS Pensacola which is a beautiful place; I will join her there when my time comes. It is so wonderful to have her in a place with the Navy watching over her. VP-1 POPS was represented by AMSC Edward L. (Willie) Williams USN (Ret). I was truly honored to see an old squadron mate join my family group. Thanks for all the condolences I have received from VP-1 POPS. I'll see y'all in Dayton. -- Bill



From: p3cliff@netzero.com

Sent: Wednesday, January 22, 2014 9:21 AM

Subject: Fw: from Cliff Freund

----- Forwarded Message -----

From: "p3cliff@netzero.com" <p3cliff@netzero.com>

Subject: from Cliff Freund

Date: Wed, 22 Jan 2014 13:52:41 GMT

...I spoke to Bill and Wes (his son) very soon after they got home from the hospital and everything was still up in the air. I believe the initially planning was to have a small ceremony in Montgomery, how small I do not know, but they have very many friends in the area so I think it will have to be larger than they originally think. Afterward there will be another ceremony in Pensacola, Patty will be buried at the National Cemetery in Pensacola. I think we will know more soon. Regards Cliff

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From: Carson [ccae@zoominternet.net]

Sent: Wednesday, June 25, 2014 10:06 AM

Subject: 2015 Reunion

KB,

I signed two contracts today with the Hope Hotel and Richard C. Holbrooke Conference Center. We are official! Later today I will write an article for the newsletter with more details and send it ASAP at that time.

Grace & Peace,

Carson

From: Carson [ccae@zoominternet.net]

Sent: Thursday, June 26, 2014 10:12 AM

Subject: Re: 2015 Reunion

Aloha All,

Our next reunion planning is well under way. Shortly after the JAX reunion I received an email from Bill Johnson. He has a retired Air Force friend who highly recommended the Hope Hotel in Fairborn Ohio (a suburb of Dayton and where WPAFB is located).

To make a long story short, Mike Taylor, as well as my wife and I stayed at the Hope last month. The rooms were nice, the food at Packy's Sport's Bar & Grill (the only restaurant in the Hope) was decent and the staff friendly, courteous, and helpful. There are sizable facilities for our reunion functions, including a hospitality/duty room that will fit ten round tables sitting eight each with room for a few more standing or perhaps sitting along the wall if needed.

Yesterday I signed two contracts:

A group contract for the rooms at \$99 + taxes per night for three nights commencing on 10/15/2015PM and continuing through 10/18/2015AM. There are three handicap rooms at the Hope, all on the first floor. If you need one of these, please book it early. Negotiating got room rates which includes breakfast (not normally included) and parking is always free at the Hope. For those wanting to stay longer or arrive early, there will be six rooms available at these rates three days prior and three days afterwards.

The second contract was for catering services which includes the use of the ballroom for our Saturday evening banquet. A \$250 deposit was required for this and Reisse has cut and mailed the check. Thanks Reisse. Menus and prices later. As breakfast is included in the room rates and with some folks departing Saturday or early Sunday, I thought it best to forgo that added and unnecessary expense. If we want, we can all go to breakfast about the same time, much as in JAX.

The itinerary will likely be self feeding for much of the reunion, but some order must exist.

Some things may change for one reason or another as we are in the early stages of putting this together. Chris and I plan to be at the Hope Wednesday evening with welcome packages and a hospitality room stocked with light refreshments; sodas, bottled water and tea, beer and snacks. Hard liquor will be available at Packy's.

Most folks will be checking in on Thursday PM. Dinner on your own, with friends, as is the norm. I will have a list of good restaurants nearby. Sorry, but they will not be within walking distance except Packy's. Car pooling will be the order of the day for off-site eating.

Friday will be a big day. After breakfast we will be boarding one of two buses to the Museum of the United States Air Force. In the AM we will be touring the restoration hangar and the Air Force One planes. These are only open Friday by reservation and can only be reserved one year or less in advance. However, we are penciled in for 10/16/2015 and will be official when I call in on 10/16/2014. We should not be bumped, as we were not allowed to bump the famous *Wild Weasels* the week prior. Believe me, Mike tried, but even he couldn't pull that one off!

After those tours it will be lunch time and we will be bussed somewhere; most likely the base club. I have not signed a contract with them yet. We (mostly Mike) tried every which way to get a cookout on base. There were hoops to jump and cow patties (not the kind you can eat) to land in before the AF catering service would allow an open fire on base, even at water's edge. Mike tried so hard that the two ladies we argued with, I mean negotiated with, sent for reinforcements! She was wearing a white jacket so we quickly relented and got off base ASAP.

After lunch, we will be bussed back to the museum grounds to the Memorial Park where we will, weather permitting, have an outdoor memorial service for our fallen and departed shipmates and spouses. This one will be extra special; I'm giving no secrets up on this one yet! Then the touring of the main museum will commence. The museum closes at five so back on the buses to the Hope which is about 4 1/2 miles each way.

Saturday evening will be our banquet.

There is more, but I will leave that and any refinements to another newsletter, maybe a special edition, who knows! Hopefully you will encourage all your POPs friends to attend this one in the Buckeye State!

P.S. we are still searching for a title/theme for our reunion. It can be either Dayton or Fairborn themed. Or Navy vs. AF. Sorry Destination Dayton is overused already. Not bad, but overused unless we must. Your input is welcomed.

Grace & Peace, Carson and Chris

Who Knew?

Soviet Super-Sub Was a Dead Fish in Combat

‘Alfa’-class boat could swim fast and dive deep, but was too noisy to survive in war



David Axe in War is Boring

In 1969, the Soviet navy shocked the U.S. and NATO militaries with a new and incredibly capable submarine—one that could swim faster and dive deeper than anything else under the sea.

But the seven high-tech *Alfa*-class submarines—able to reach 45 knots and 2,400 feet—were actually inferior where it really mattered. Their speed and depth-resistance came at the cost of noisy internal machinery that made them easy to detect ... and destroy.

“The *Alfa* was a huge step forward in submarine design,” retired Royal Navy sub commander Doug Littlejohns told naval expert Iain Ballantyne. But considering all of the sub’s limitations, “what is the point?” Littlejohns added.

Ballantyne describes the *Alfa*’s revolutionary features in his new book *Hunter Killers*—starting with the boat’s streamlined all-titanium hull, which one Soviet officer compared to an expensive work of art or a spaceship. An *Alfa* was relatively small at 240 feet long and carried a crew of just three dozen.

The CIA was able to determine the new boat’s abilities fairly quickly by studying Soviet metallurgy and recruiting spies along the Soviet waterfront.

The *Alfas* had powerful new 155-Megawatt nuclear reactors providing 40,000 horsepower, making them like underwater race cars. “The amazing acceleration rate enabled the *Alfa* to go from six to 42 knots in just 120 seconds,” Ballantyne wrote, “but the use of liquid metal for reactor coolant was extremely radical—and very dangerous.”

Moreover, the high speed “created a lot of noise,” Ballantyne pointed out. In combat with a slower, less-deep-diving American, French or British submarine, an *Alfa* could speed away from enemy torpedoes and dive so deep that the pressure crushed the munitions.

But the *Alfa* never stood a chance of hitting back against its attacker. “As soon as the *Alfa* came back up to actually try and fight NATO boats, it would be nailed due to its noise signature,” Ballantyne asserted.

By contrast, American, French and British subs were more “balanced,” according to Ballantyne. They combined good speed, depth performance and—most importantly—quiet machinery that helped them to sneak and survive in wartime.

The Soviets retired six *Alfas* by 1990 and the seventh in 1996. The successor *Victor III* and *Akula* boats were, like their NATO rivals, balanced—and thus far more fearsome in combat. Even if they were slower and lower-diving than the *Alfas*.

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From: bames@cebridge.net

Sent: Saturday, June 14, 2014 9:41 AM

Subject: Re: VP-1 POPS news update

News from Bob Ames (P2-crew 12 / P3-crew 9) 1967 - 1970.

I'm retiring from my job in TX and moving back to Washington State effective 7/1/14. My new email is **bames13@hcc.net**.

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NAS Whidbey Island celebrates Anzac Day

Apr 28, 2014 04:13 pm | Crosswind Administrator



Royal Australian Air Force officers assigned to Whidbey Island Naval Air Station, along with their American and Canadian counterparts, observed Anzac Day on Friday, April 25, 2014 at the Naval Ocean Processing Facility amphitheater located on Ault Field. One RAAF crew is undergoing training on the EA-18G Growler at Electronic Attack Squad

ron 129 (VAQ-129). Anzac Day is a national day of remembrance in Australia and New Zealand that commemorates all Australians and New Zealanders who served and died in all wars, conflicts and peacekeeping operations. Among those listening to RAAF Flt. Lt. Jamie Piszcuk deliver a presentation on the history of Anzac Day are Capt. Michael Nortier, NAS Whidbey Island Commanding Officer; Capt. Darryl Walker, Commander, Electronic Attack Wing, U.S. Pacific Fleet; Capt. Vincent Segars, Commander, Patrol & Reconnaissance Wing 10; Cmdr. Tabb Stringer, VAQ-129 Commanding Officer; Cmdr. Nicholas Underhill, Canadian Forces Detachment, Whidbey, and representatives from the U.S. Air Force 390th Electronic Combat Squadron.

(U.S. Navy photo by Tony Popp)

ASW, c. 1956

In the mid 1950's ASW was not nearly as sophisticated as it is today, but then again it did not have to be because the submarines, particularly the Russian subs, were still primitive in many ways. They were noisy, they were on the surface a good bit of the time and when they did submerge they could not stay down for long. The US Navy was always looking for ways to take advantage of these shortcomings; thus my story.

In late March 1956 the skipper of my first squadron called me in to tell me I was taking an aircraft and a crew to Pax River on a special assignment. It was all hush, hush so I was to say it was just a normal training exercise. I would find out the details on arrival.

I will never forget that day, 1 April 1956. We took off from Brunswick and landed at Pax a few hours later. Once on deck we were told to remove our personal gear from the aircraft and we watched as it was towed into a hanger and the doors shut.

The briefing that afternoon concentrated on impressing us with tight security to be afforded the operation. This included the disappointing news that during our 10 day stay we would not be allowed off the base.

The next day the real briefing began. To make a long story short we were to try out a new piece of ASW equipment. Our P2V-7 was at that moment being fitted with new tip tanks that would carry a special thick liquid. Nozzles were fitted at the rear of the tanks so that the liquid could be sprayed out. The airplane would also carry standard 5-inch rockets. The new weapon system was to be employed when a submarine was localized, either during MAD runs or just in a close pattern over the suspected location of the target. When 'on top' the aircraft would begin spraying from the tip tanks in an effort to cover as large an area of the ocean as possible with a blue-green film. The aircraft would then loiter until the sub needed to surface or until it got curious. In either case, as the periscope rose through the film it would become coated and the submarine

would believe it was still under water. When it climbed clear of the water to about 500 feet rockets would be used to shoot it down.

A few days later while we were still learning to fly with our new tips tanks we were told the whole project was off. We found out later the Russians had found out what we were doing and equipped all their periscopes with windscreens wipers and washers. To add insult to injury they were using washer fluid imported from the USA!!

So for me, it was back to Brunswick to await my next adventure.

[Note: I lost the name of the person who submitted this. Please ID yourself! Thanks.—Ed.]

From: Bob Mandeville [n1edm@comcast.net]
Sent: Sunday, July 13, 2014 6:24 PM
Subject: B-1 Bomber For Sale

Thanks to Alan B for sending this our way.....

Thought you might get a kick outta' this...

Ellsworth AFB is at Rapid City, SD, home of the B1/B1B B1 Bomber for sale (Scott is an air traffic controller in Billings, MT).

About 14 years ago a B-1 bomber was in here (Billings, MT) doing practice approaches and touch and goes. On one of the landings the pilot sets his brakes on fire. He taxis in, and the airport parks him on a taxiway and then puts cones around him until parts and mechanics can be brought in from Ellsworth AFB the next day.

The next day is a Saturday, which doesn't have much going on, so we get to laughing in the tower that maybe somebody should hang a For Sale sign on the plane. We convince one of our guys who's well known for doing things like this that it would be a good idea.

So he takes off for the hardware store to buy a For Sale sign. On the way back he stops at a car dealer and gets one of those "As is/No Warranty" signs that hang in all used cars. On that sign was written something like low miles, new engines, needs brakes and tires. Those signs were taped together, and off goes our hero.

He climbs over the fence, leaving some skin on the barbed wire, and makes his way the 1000 feet or so to the aircraft. As he's doing that, we see a couple of airport vehicles starting to gather with the recently arrived mechanics as well as the plane's crew. Not looking good for our intrepid airplane salesman. He gets to the nose wheel and tapes the sign to the nose strut. Then he starts to make his way back from the plane as the vehicles start to head out from the shop on the way to the bomber. Somehow he makes it without being seen.

The vehicles arrive at the plane, and of course notice the sign right away. The Air Force guys are in stitches, funniest thing they've seen in a long time. Airport guys are not sure what to



think. Airport management is livid as they've been tasked with security. Pretty soon a camera appears and all the Air Force guys are taking pictures of each other by the sign.

Our hero is back in the tower now, and notices the bomber's commander is talking on a cell phone. Our guy gets on the radio to the airport truck and asks for that guy's phone number. As soon as he finishes that call, our guy calls the aircraft commander.

When he answers, our guy says "I'm calling about the plane you have for sale?"

The aircraft commander about falls over from the laughter. It just so happened that the chief photographer for our local newspaper is a pilot and he may have been called prior to the sign being placed. He was told to get up here with a big lens. Here's one of the pics he got:

http://farm4.static.flickr.com/3415/3315809933_35fa96d641_o.jpg

An article showed on the front page of the Sunday paper. When that came out, the Colonel running Ellsworth called the airport director and read him the riot act, wondering what kind of dog and pony show he was running up there. We were later informed by the crew that the sign was framed and is now permanently mounted inside the aircraft. Hard to have that kind of fun anymore.

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

Subj: Granddaughter's Graduation

Sent: Tues, July 1, 2014



Our granddaughter, Jessie York, just graduated from Bellarmine University, in Louisville, KY. She graduated magna cum laude, with a double major in Accounting and Spanish. She also received two additional awards for being captain of the women's soccer team and for leadership. She'll spend the summer studying for the CPA exams and will begin work at Coopers and Lybrand-Price this fall.

Congratulations, Jessie!

Boeing Surveillance Plane Found Not Effective for Mission

By Tony Capaccio, Bloomberg News

A new Boeing Co. (BA) surveillance aircraft deployed to Japan last month isn't yet effective at hunting submarines or performing reconnaissance over large areas -- two of its main missions, the Pentagon's weapons tester found.

Flaws in the \$35 billion P-8 program included the plane's radar performance, sensor integration and data transfer, Michael Gilmore, chief of the Pentagon testing office, wrote in his annual report on major weapons, which has yet to be released. He said the new P-8A Poseidon exhibited "all of the major deficiencies" identified in earlier exercises when subjected to more stressful realistic combat testing from September 2012 to March 2013.

"Many of these deficiencies" led Gilmore to determine that the P-8A "is not effective for the intelligence, surveillance and reconnaissance mission and is not effective for wide area anti-submarine search," he said in a section of the report obtained by Bloomberg News. The Navy plans to conduct additional testing "to verify the correction of some deficiencies," he wrote.

Gilmore's conclusions suggest the initial aircraft in the program -- which packs a modified Boeing 737-800 with radar and sensors -- aren't ready for deployment. Among its primary missions is tracking Chinese submarines. Six of the planes have been deployed to Japan supporting 7th Fleet maritime patrol operations at Naval Air Facility Atsugi as part of the U.S. strategic pivot to the Asia-Pacific region.

Vice Admiral Robert Thomas, commander of the 7th Fleet, said in a Jan. 10 press release that the aircraft "represents a significant improvement" over the older P-3 Orion from Lockheed Martin Corp. (LMT), "providing the opportunity to detect, track and report on more targets than ever before."

Delivered 13

Chicago-based Boeing last month delivered the 13th of what's to be a 113-aircraft program. The Navy in November declared the aircraft ready for combat deployment after determining the criteria for performing effective patrols "were fully met," Lieutenant Caroline Hucheson, a Navy spokeswoman, said in a telephone interview.

"The P-8A was ready, was needed in theater and continues to more than meet fleet commanders' expectations," she said. Hucheson said Gilmore's office has "consistently highlighted both effective warfare areas as well as recommendations for areas to re-visit."

"Most issues cited have been collectively identified," and the Navy has developed "software upgrades to correct deficiencies," she said.

Boeing spokesman Charles Ramey said in an e-mailed statement that he hadn't seen Gilmore's report and was unable to comment directly.

Boeing's Comment

“Feedback we’ve received to date is that the Navy is very happy with the P-8A’s performance,” he said. “As always, Boeing will work hand in hand with the Navy to support any issues that come up.”

Defense Secretary Chuck Hagel, during a trip to Japan in October, lauded the P-8A’s “cutting-edge technologies.”

Gilmore spokeswoman Jennifer Elzea said the test office concluded the aircraft was effective in providing small-area searches similar to the P-3C Orion it’s replacing.

The aircraft also is effective in conducting “unarmed anti-surface warfare missions,” and its radar and supporting sensors “provide an effective, all-weather surface target search,” she said in an e-mailed statement.

Gilmore’s office also concluded the airframe is reliable, offering “significant improvements in hardware reliability, maintainability and availability” over the P-3C, she said. Overall, the Boeing system “provides increased range, payload and speed,” she said.

Raytheon Radar

Gilmore’s report said the recent realistic combat testing confirmed earlier results on flaws in the P-8’s radar “and revealed the operational implications of the radar’s limitations for some targets.” It said details are classified. Raytheon Co. makes the ocean and land-surveillance radar.

Deficiencies with on-board electronics to detect enemy anti-aircraft radar “limited threat detection” while “seriously degrading capabilities and aircraft survivability across all major missions,” the report found. Northrop Grumman Corp (NOC) makes the “Electronic Support Measures” equipment.

Elzea said the Navy is conducting additional testing “to evaluate several system technical improvements” that will be assessed by Gilmore’s office “as they are delivered.”

The Navy has plans for fielding two sets of aircraft upgrades to “improve anti-submarine warfare capability over several years” and has developed “an adequate test and evaluation master plan” to evaluate improvements, she said.

On the other hand...

Drones Could Save the Navy's Troubled P-8 Patrol Plane

If the P-8 can't spot subs, maybe robots can

The U.S. Navy wants to stalk enemy subs with small unmanned aircraft equipped with magnetic anomaly detectors—"MAD" in military parlance. The magnetic-disturbance-sensing robots would be launched by the Navy's new P-8A Poseidon maritime patrol aircraft, a militarized Boeing 737.

The Navy is floating this research proposal just as Pentagon weapons testers have concluded that the P-8 can't perform its mission of finding and killing subs. The Poseidon "is not effective for the intelligence, surveillance and reconnaissance mission and is not effective for wide area anti-submarine search," Michael Gilmore, chief Pentagon tester, wrote in a report obtained by Bloomberg.

The Navy's "Low Magnetic Signature Expendable Unmanned Aerial Vehicle for Anti-Submarine Warfare" proposal calls for a MAD-equipped drone to be launched from high altitude by aircraft such as the P-8A. It would have a speed of 70 knots, an endurance of 70 minutes, weigh 39 pounds and be capable of deploying from the standard sonobuoy launcher on the Poseidon.

While MAD is an effective sub-hunting method, it suffers from a very short detection range. The P-3C, the tough 1960s patrol plane that is being replaced by 117 P-8As, had to fly just 300 to 500 feet above the water to use its on-board magnetic detection gear.

Flying that low is risky and limits the range of other sensors such as radar. The idea is for the P-8 to remain at a comfortable cruising altitude—thousands of feet—while the drone goes low, spots a sub and tracks it. From on high, the P-8 would launch anti-submarine torpedoes or the upcoming High-Altitude Anti-Submarine-Warfare Weapon Capabilities, a sort of smart bomb for destroying subs.

Such Unmanned Aerial Vehicles have already been developed, the Navy notes, but the earlier models were not designed to be "magnetically quiet," meaning their metal parts would disturb the sensitive MAD gear.

"Innovative research and techniques are needed to quiet a small UAV that will have known magnetic interference sources such as motors, servos and avionics and minimally use any magnetic or conductive material in the fuselage, wings, controls, control surfaces, structural components, etc.," the proposal notes.

The new 'bot should also have a camera to distinguish subs from surface ships. The single-use drones should cost less than \$5,000 for a batch of 100.

The research proposal suggests there may be daunting technical challenges in building a magnetically quiet aircraft. Whether the drone will quiet concerns about the P-8's sub-hunting abilities is another matter.

From: Charles Budenz [cbudenz@yahoo.com]

Sent: Thursday, April 24, 2014 6:12 PM

Subject: Fw: Bill Sears and Firefighting tankers video clips

(Note: Former LT and VP-1 PPC Bill Sears was killed while flying a P-3A fire bomber against a forest fire).

Karin Lee Sears was born July 18,1973, while her father, Bill (Crew 5?) was an Instructor Pilot in the Training Command at NAS Corpus Christi, TX, which makes her 40 yrs old! This is her first marriage and she has no children...but they are "in the works!" Although she never really got to know her father before his tragic death, she is definitely 'her father's daughter.' She is also a "Daddy's Girl" as I have raised her, along with her mother, Sherie, since age 2 1/2.

She earned a Bachelor's Degree in business from UCLA and commenced a career in social administration with the State of California. Subsequently, she obtained a certificate in animal husbandry from Colorado Mountain College and now manages a large veterinary practice in Poway, near San Diego, while maintaining her home near her brother Joe (LtCol, USMC, ret.) and his family as well as her sister-in-law,Jenn Budenz, (widow of Andrew, Maj, USMC) and Jenn's newborn son (3-24-14)'AJ' (Andrew Junior = future call sign?). Her mother, Sherie, is in the process of selling her house in San Marcos, TX and moving to San Diego to be here with the rest of the family.

Karin's fiance', Tom Marcicek, is also forty, with no previous marriages or children = a very happy couple. He was born and raised in Wisconsin and is a huge Green Bay Packers fan! His computer consulting business has been very successful, which allows him the move to be here with us in California!

Tom is very handsome, athletic and charming (triple threat) and Karin makes a very beautiful bride as well as being hard working & bright! They are a very romantic couple, having met at the wedding for her brother Andrew and his Jenn. I am delighted to see her so happy...especially because no one will be moving in with me!

The recent arrival of grandson 'AJ' and this wedding celebration have really been very uplifting for our spirits! Thank you all for your kind thoughts and generous prayers. Be well.

Charlie Budenz, 'BUGALOO'

VP-1 AIO

{A fitting tribute to our own PATRON ONE Lt. William Walker Sears on the weekend of his darling daughter's wedding = Karin Lee Sears & Tom Marcicek. Congratulations to both!!}

Bugaloo

(Note: Jack Mahall is a longtime friend & neighbor, a USAF C-130 navigator in Vietnam & re-tired UPS Captain in B-737,747,757,767,777 & DC-8)

--- On Thu, 4/24/14, Jack <jack@mahalls.com> wrote:

From: Jack <jack@mahalls.com>
Subject: Firefighting tankers video clips
To: "Budenz, CB" <cbudenz@yahoo.com>
Date: Thursday, April 24, 2014, 4:46 PM

<https://www.youtube.com/watch?v=ho8fn6XUJ34#t=166>

Andy Budenz was killed tragically in a motorcycle accident. Andy Budenz's tribute video is at:

<http://vimeo.com/m/75551285>

HAPPY BIRTHDAY, BUDDHA

During the Vietnam War, we were flying patrol over the South China Sea, when one of the crew mentioned that that day was supposed to be Buddha's birthday. You can tell by the conversation that it was a boring patrol, looking for gunrunners, submarines, drug ships, etc. for some 14 hours.

Not much else was said until, over the radio, came a voice saying "Happy Birthday, Buddha! This is God on Guard.."

This lightened up the mood of the crew greatly.

(Info: Guard frequency is the frequency that all military forces, aircraft, ships, air stations, all keep one radio tuned to. This is a frequency whereby anyone can get hold of anyone in case of an emergency, spotting info that needs passed quickly.)

No one ever knew whether it was Navy, Air Force, Coast Guard, Marines, or who's voice that was.

Mac McComas, AVCM/AC

USN, Ret

=====

P-3 Gunship?

From: Donald Grove [oldfogy@cablespeed.com]

Sent: Friday, July 04, 2014 12:04 PM

To: Donald Grove

Subject: Little Known MP-3C (attack P-3A)



...and the P3 (*a 1960s aircraft*) continues . . .

In the summer of 2007, things had reached a boiling point in Iraq's sectarian war with US forces caught in the middle. Matters weren't helped by cross-border infiltration by agents of the Iranian Revolutionary Guard Corps to further stoke the tensions between the Sunni and Shia populations of the country. Nearly every day the US forces in Baghdad and other Iraqi cities faced increasingly bold insurgent attacks with weapons coming primarily from the IRGC.

The US fleet of AC-130 Spectre gunships found themselves hard pressed to cover ongoing operations in Afghanistan and Somalia while meeting increased sortie rates over Iraq. The Spectres were the perfect form of air support to assist embattled US forces, loitering overhead and pouring on large torrents of gunfire onto targets as flying artillery. But the increased tempo of missions began to take its toll on the Spectre fleet and matters came to a head in June when an AC-130H went down during a mission over Somalia- not from enemy gunfire, but from structural fatigue

of the main wing box. With the prospect of a whole-scale grounding of the Spectre fleet with the exception of the newest AC-130U versions, CENTCOM commanders pleaded with the Pentagon for something to augment the Spectre fleet.

It was then that the Pave Twister program was born. Named somewhat tongue-in-cheek for the cone-shaped fire paths from a gunship attacking a target in a pylon turn, Pave Twister began as a crash program at NAS Patuxent River with two engineers who had served during Vietnam with the Navy's VAH-21 when it operated attack versions of the Neptune maritime patrol aircraft over the Ho Chi Minh Trail. This time, the maritime patrol aircraft in question would be the P-3 Orion.

The Orions weren't strangers to the overland mission. Beginning in 2000, the US Navy instituted the AIP program (Anti-surface warfare Improvement Program) to create an effective littoral warrior out of the venerable P-3 Orion. AIP made the Orion the perfect overland ISR asset (Intelligence, Strike, and Reconnaissance) and it got used to its fullest in Operation Enduring Freedom in Afghanistan and again in Operation Iraqi Freedom.

The AIP avionics made this version of the Orion the perfect network centric combat aircraft, with a variety of unique electro-optical and ESM sensors to provide increased battlefield situational awareness for commanders of the ground forces.

When NAVAIR launched Pave Twister in the summer of 2007, they specifically sought out AIP Orions and found ready assistance from Patrol and Reconnaissance Wing 11 of NAS Jacksonville, Florida. Much of the conversion work of the AIP Orions into the Pave Twister configuration took place at NAS Jacksonville.

As the goal of Pave Twister was to provide a quick and effective P-3 gunship, the modifications were not as extensive as initially desired by the VAH-21 veterans among the engineers at Pax River. Those mods would eventually be incorporated later into what would become Pave Twister II and Pave Twister III (stay tuned for those). AIP Orions selected for conversion into Pave Twister had most of their ASW-specific equipment removed to lighten the aircraft. The forward AN/APS-137 radar set was kept and new inverse-synthetic aperture modes were added to the radar to aid in finding ground targets. The aft AN/APS-137 radar was removed and replaced with ESM gear to help home in on weak EM transmissions of insurgent units.

The spinning antenna of the ALR-66(V)5 and its associated radome just ahead of the sonobuoy chutes were kept, as was the ASX-4 IRDS/EO turret under the nose. AAR-47 IR warning antennas were also kept (on each side of the nose on the aft fuselage radome) and the chaff/flare dispensers on the forward nose and inboard part of the inboard nacelles were also kept. To help reduce the IR signature from the engines, boxy-IR suppressors were added to each engine. A new iron-ball ferrite based gray paint that was slightly darker than the TPS colors were also applied over the entire aircraft.

The heart of Pave Twister was a new weapons bay module that was bulged to provide more interior room for two M197 20mm cannons firing out the left side of the weapons bay package. The

ammunition for the two cannons is also carried in the weapons bay and the entire module can be swapped out and replaced with a new module in less than 30 minutes time. Although two 20mm M197s was a lot less firepower than what the AC-130s could provide, it was a quick modification and it still allowed the Pave Twister aircraft to operate in an ISR role over the battlefield.

The original VAH-21 (and its "SL" tail code) that was disbanded in 1970 was brought back specifically for the Pave Twister program. When the first Pave Twister aircraft was rolled out at NAS Jacksonville in late August 2007, in attendance were many veterans who had flown the attack AP-2H Neptunes of the original VAH-21 in the late 1960s.

Pave Twister crews were actually joint-crews, with some of the pilots and crew coming from SOCOM's Spectre community. Most Pave Twister crews were split between Navy crew experienced with the AIP Orion and the ISR mission and USAF Special Operations Command crew experienced in gunship operations. With several weeks, testing was completed on an accelerated schedule and VAH-21 set up three detachments for Pave Twister combat operations: CENTCOM West at Ahmed Al-Jaber AB in Kuwait, CENTCOM East at Kabul International Airport in Afghanistan, and AFRICOM East at Djibouti International Airport for operations in the Horn of Africa.

First combat for the MP-3C Pave Twister came in late August of 2007 when the first two MP-3Cs which were based in Kuwait were called on provide fire support during an armed push into Baghdad's Sadr City quarter which resulted in the capture of radical Shia cleric Muqtada Al-Sadr and elimination of his Mahdi militia as the dominant insurgent force in the Iraqi capital. Although its twin M197 cannons didn't have the full-broadside hitting power of the AC-130, they were still useful for clearing the streets and keeping the enemy's head down

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From: Gary Spees [gary2967@msn.com]

Sent: Sunday, March 02, 2014 11:08 PM

Subject: Re: Patron One Photographic Intelligence (PTAN) Personnel -

From: Daniel J Murray

Sent: Saturday, March 01, 2014 11:48

AMTo: gary2967@msn.com

Subject: Patron One Photgraphic – David Lee Murray

Intelligence (PTAN) Personnel - Vietnam era (mail return error - resending)

Good afternoon, Sir, My name is Daniel Murray and I am contacting you regarding my father, David Lee Murray, who was a US Navy seaman from 1967-71 and was attached to the P3-Orion squadrons of Patron One through photographic intelligence (PTAN) as a stereoscopic operator.

As I mature and with it, my father age, I find I'm increasingly curious as to his past military service as he never spoke of it much when I was younger.

I've gleaned some wonderful insights and stories from him as to time served, descriptions of places visited, general aircraft specifications, etc. and have been endeavoring to update his cache of medals, photos, and records of that time. Would it be possible to contact your membership pool for anyone (aircrew, officers, enlisted, etc.) that may have known him then and can share some of their experiences, stories, and photos (he was an artist and drew many of his companions operations insignia on their duty bags, so that may be a place to start). I'd be specifically interested in photos of some of the P3-Orions he flew on from that time as I'm attempting to obtain/create an accurate model to augment his collection. I've attached a couple photos of him during his service to help your members in recognizing and remembering him. If you or your members have any questions, comments, or news concerning this matter, please feel free to contact me and thank you so much for your help.

Daniel J Murray

dedknight@comcast.net

303-358-2206 (cell)

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From: Worlx@aol.com
Sent: Friday, June 13, 2014 1:18 PM
To: asa663@verizon.net
Subject: Re: FW: VP-1 POPS

KB—

How are you? Thanks for your efforts to keep folks connected.

You might be interested to know that I just returned from a Midway Island reunion in Glasgow, KY, at the Barren River Lake Resort State Park. My wife, Fe, grew up on Midway Island as the daughter of a civil service employee. The reunion was for all those who have ever lived or served on Midway, and even had two attendees who were at the Battle of Midway on June 4, 1942...elderly, of course. There were about 200 attendees, including wives, and there is talk of having the reunion again next year. This one was heavy on military, but former residents, US Fish & Wildlife representatives, and others attended.

I know VP-1 guys weren't usually on Midway long enough to gain an attachment, however, if the reunion is held again next year, perhaps I'll forward you some info to disseminate in the newsletter. Glasgow, KY, is half-way between Nashville, TN, and Louisville, KY on I-65 (92 miles from either).

All the best,

Burt

Burton Myers, MD

Flight Surgeon VP-1 1970-72

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From: John Garrick [garrickal35qd@gmail.com]
Sent: Friday, March 28, 2014 6:51 PM
Subject: Re: Navy Patrol Planes Searching for Malaysian Airliner

This article was in today's paper. To my mind, a cockpit fire involving the oxygen system is about as bad as things get for the drivers.

mike

Fire on flight deck downed airliner, claim lawyers

A flight-deck fire and oxygen failure rather than human intervention may have caused the disappearance of Malaysia Airlines Flight 370, according to a law firm that is advising families of the missing passengers.

Stewarts Law, a London-based firm that has litigated in a series of recent air disasters, said that it had reached its conclusion after examining the contradictory reports from the Malaysian authorities on the path of the Boeing 777 after it departed from its course between Kuala Lumpur and Beijing.

The Malaysian authorities believe that foul play by the pilots or someone else aboard led the aircraft to its doom.

"We believe in the simpler explanation that there was probably a form of electrical fire leading to a rapid decompression and that then resulted in the turn-back and the aircraft disappearing somewhere in the Indian Ocean," said James Healy-Pratt, a member of the firm who is also a pilot. "It is very rare post-9/11 that aircraft are successfully hijacked."

Nothing in the backgrounds of the crew or passengers pointed towards criminal intent, he noted.

The aerial and seaborne hunt for wreckage achieved no success yesterday in the Indian Ocean southwest of Australia, where the aircraft is believed to have crashed. However, images from a Thai satellite showed a trail of debris, with about 300 floating objects.

The British law firm, which expects Malaysia Airlines to have to pay out up to \$900 million (£542 million) in compensation, is drawing a parallel with a fire that broke out on the flight deck of an EgyptAir Boeing 777-200 on the ground in Cairo in 2011. The blaze resulted from a short circuit in the crew's emergency oxygen unit. The crew and passengers escaped without injury. A total of 280 Boeing 777s had been delivered with the faulty wiring, Mr Healy-Pratt claimed.

A spokesman for Boeing declined to comment on a possible parallel between the incidents. "Because there is an ongoing investigation, international rules mean that we are unable to comment," said Matthew Knowles, Boeing's British-based spokesman.

US aircraft owners were instructed to replace the system. It was not known whether Malaysia Airlines had carried out the change, Mr Healy-Pratt said.

A fire followed by loss of cabin air pressure could have put the aircraft communications out of action and killed all aboard while the "fly-by-wire" computer system kept the airliner aloft until it ran out of fuel, it is claimed

On Friday, 28 March 2014, Donald Grove <oldfogy@cablespeed.com> wrote:

Note: The P-8's they're speaking of below are from VP-5 at NAS Jacksonville. The P-3's are from VP-46 at NAS Whidbey

Los Angeles Times Online, Mar. 27 | W.J. Hennigan

The Navy is adding another advanced submarine-hunting aircraft to its effort to find debris from missing Malaysia Airlines Flight 370.

A second P-8 Poseidon will replace an older P-3 Orion in the 30,000-square-mile search area in the rough waters of the Indian Ocean southwest of Perth, the Navy said.

Planes searching for signs of the missing Boeing 777 were grounded Thursday because of stormy conditions.

The delay frustrated search teams because satellite photos were released Wednesday showing 122 objects in the ocean that could be wreckage. Officials said Thursday that a Thai satellite had detected about 300 suspicious objects.

The waters of the southern Indian Ocean are among the most treacherous in the world, beset by strong westerly winds between the latitudes of 40 and 50 degrees south, earning it the nickname "roaring 40s."

Harsh weather conditions and potential icing "make the addition of the all-weather P-8 extremely valuable," the Navy said.

The P-8 will fly Friday from Okinawa, Japan, to Perth, joining an Australian-directed international armada.

The Navy calls the P-8 "the most advanced long-range anti-submarine and anti-surface warfare aircraft in the world." Officials say the P-8 Poseidon can cover as much as 15,000 square miles in one nine-hour mission, using advanced surface radars and sensors.

The aircraft is based on a heavily modified Boeing 737 and typically flies at elevations of 5,000 to 10,000 feet. In addition to its surface-scanning abilities, the plane can drop sonar systems into the water that send back signals indicating what is below the surface.

The Navy said the P-8 costs \$42,740 each day it's used. The P-3 costs \$76,840 a day.

A four-engine turboprop patrol aircraft made by Lockheed Martin Corp., the P-3 has been searching for wreckage since the jetliner, carrying 239 passengers and crew members, disappeared March 8 while en route from Kuala Lumpur, Malaysia, to Beijing. It will return to Okinawa, the Navy said.

U.S. Navy aircraft have flown 16 missions of more than 150 flight hours in the search effort, covering more than 250,000 square miles.

From: Peter S. Olsson [olssonpeters@aol.com]

Date: Thur 6/12/14 11:56 AM

Subj: VP-1 POPS

Hi,

Are my dues up to date?

Please put this information in the next news letter! and photo's too (if too many then you pick one from china and Antarctica)

2013:

Christmas in Europe has become a wonderful tradition for me seeing many great European friends in Germany and France.

Travels: In April, I met Debbie for a 21 day holiday in Asia. We met in Beijing, China(yes, there is Smog) seeing the Great Wall of China, Shanghai, and Hong Kong. The Hong Ferry (established in 1923) is still a fun 8 minute commute from Kowloon to Hong Kong Island. Then, we boarded the Silversea, Silver Shadow for a 12 cruise of Southeast Asia- Vietnam, Bangkok, and Singapore

In July, a summer holiday along the sea at Torque, England seeing Royal Air Force friends, then enjoying #22 Wimbledon with my London friends.

In August it was my third annual trip to Spain, flying to Madrid, and taking the AVE train (that travel 300 Kilometers/188 MPH) to Malaga seeing wonderful Paris friends in Soltogrande (near Gilbraltar); and Swedish friends in Marbella. You would be very proud of this semi-old adult night clubbing until 4 in the morning.

2014:

Travels: ANTARCTICA ! It only took me 66 years to have traveled to all 7 Continents of the World. In February, Debbie and I met in Buenos Aires; flying to Ushalra, Argentina- "The Bottom of the World". We joined the Silversea Explorer cruising the Drake Passage to the Shelton Islands-Antarctica. Only 10 million penguins!



thank you .

peter

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

From: Donald Grove [fogydong@gmail.com]
Sent: Saturday, June 21, 2014 11:23 AM
To: Donald Grove
Subject: PBY Foundation & Naval Air Museum

Aloha - - -

As a member of the PBY Memorial Foundation I recently received the below e-mail from them. If you go to the site indicated, www.indiegogo.com, you'll get the latest scoop concerning the PBYMF and their museum here in Oak Harbor, WA. When you get to the indiegogo site type 'PBY' in the search box. Watch the video and scope out the diagrams. You'll have all the latest hot dope. Also, if you so desire, you can make a contribution to the cause at that site. I just did.

You can also go to www.pbymf.org to get all the latest and straightest info on the foundation.

This foundation and museum has been located on the Navy Seaplane Base here in Oak Harbor, in an old WW-2 building no longer being used by the Navy. (*They were in the old Admin Building on the NAS Whidbey Seaplane Base*). The PBY folks were recently evicted from that space due to some new DOD regulation. Other entities were also evicted from the Seaplane Base, including the Disabled American Veterans (DAV) office and the Women's and Infant Children's (WIC) space. I imagine probably the Retired Affairs Office (RAO) also, which had an office nearby the DAV. Our government at work?

The PBY Memorial Foundation is now located in a building in downtown Oak Harbor that was once a furniture store. Of course, that equates to more expense, i.e. rent, heat, electricity, telephone, etc., etc.). When funds permit, they eventually plan to purchase property and erect a hanger-type facility to house their PBY aircraft and all the museum artifacts. I've been told that they have a option to buy land along the highway at the north end of Oak Harbor. But that property is tied-up for a couple of years on lease.

DonG

From: Wil Shellenberger [mailto:president@pbymf.org]
Sent: Friday, June 20, 2014 4:26 PM
Subject: PBY - Naval Air Museum request for help.

As many of you know the PBY Memorial Foundation and its Naval Air Museum has started a campaign to raise additional relocation funds on the crowdfunding site Indiegogo. The campaign is off to a slow start and can use some help to become more visible on the Indiegogo website. There are several things you can do to aid in making this a successful fund raiser. First, please ask you friends via email or social media to visit Indiegogo following the instructions below. Second, even if you have already made a contribution to our relocation fund, consider going to Indiegogo and making a contribution of just \$5. (The more activity we have the more prominently our page will be displayed by Indiegogo.) Finally, if you have not already contributed, review our campaign page and consider making a donation.

Go to www.Indiegogo.com
Search on "PBY"
Select PB YMF Image

We appreciate your continuing support!

Wil Shellenberger

From: Reisse Perin [Reisse@rlpcpa.com]
Sent: Monday, June 30, 2014 6:45 PM
Subject: Updated roster

KB, I am sending a current roster for your use.

I also have a release for inclusion in the newsletter.

Reisse Perin Treasurer of VP-1 POPS has been elected President of the Idaho Association of Public Accountants. He will serve for a period of one year. Reisse is a CPA and has been in public practice over 35 years. He has been active in the IAPA for many years. The Association represents professional accountants of various designations in the state of Idaho and nationally through the National Society of Accountants.

[Nice going Reisse! – Ed.]

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From: Charles Budenz [cbudenz@yahoo.com]

Sent: Friday, April 25, 2014 6:25 PM

Subject: Pls add to 'KARIN LEE SEARS' =THX

HOWDY 'KB'!

Please add this to my statements for her:

"Sherie and I are very proud of our Karin, especially for waiting for just the right guy! I will have the honor of walking her "down the aisle" next Monday, 28 April 2014, in Escondido, CA!"

THX/CB

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From: Carson [ccae@zoominternet.net]

Sent: Friday, May 09, 2014 10:47 AM

Subject: Re: FW: My wife passed away.

On 5/8/2014 6:14 PM, Fredric wrote:

Received this from member Earl Greenman.

From: Earl J Greenman [mailto:earlgreenman@centurylink.net]

Sent: Thursday, May 8, 2014 5:00 PM

To: Fink, Fredric

Subject: My wife passed away.

After 27 years of marriage after 12 years dating before, I lost the love of my life. Berny died very quickly while sitting in her favorite recliner at 8 AM last Tuesday. We are still in FL at our winter home and when I get her ashes I'll take her back home to her children, Grandchildren, Great-grandchildren and friends.

[A card has been sent to Earl and family on behalf of POPs.]

Grace & Peace,
Carson J. Hunt, Chaplain, VP-1 POPs

From: Kenneth Williams [orion70@verizon.net]

Sent: Saturday, May 24, 2014 7:14 PM

Subject: Re: Then & Now

Hi KB! This is just a little update for you.

I've always marveled at the slings and arrows you've taken in your life. I'm glad that it hasn't changed you – at least in my eyes.

Well, despite their current problems, the VA has been pretty good to me thus far. I'm constructing this note using Dragon software, which they provided and installed. I also have a system

which allows me to turn on and control the television, the lights, my bed, etc. I can do it by voice or with a little pneumatic tube.



I took delivery last Monday of a 2013 Dodge grand Caravan with VMI North Star conversion for wheelchair access. My total out-of-pocket expenses for that baby were only \$1700! Not too shabby! I'm including a picture of our first excursion in the van, to Monterey, yesterday. The other passengers are a good family friend and my two nieces. It's wonderful to have my nieces with us here in the house. They've been living with us

since last August. They're going to a community college full-time, and helping us out. The elder one is a LVN. It makes it so much easier for Cely. The VA is also providing respite care. We have a guy come in three hours a day three days a week. He's from Cameroon, so it's rather interesting having discussions with him about the political and cultural differences over there. In a couple of weeks I expect delivery of a fully electric wheelchair, customized for my use.

I'm nicely drugged up with psychotropics, so I don't suffer anxiety attacks and depression. As a result, my mood is usually pretty positive. I'm taking Lunesta for sleeping, and other stuff for other symptoms. Right now, I feel fairly stable.

I'm enjoying the new *Cosmos* series on the television. Are you following it? It's really a nice homage to Carl Sagan, and most of the episodes have been written by his widow.

Hope all is going well.

Your friend and shipmate – Ken

From: Charles Budenz [cbudenz@yahoo.com]

Sent: Wednesday, January 22, 2014 1:46 AM

Subject: Re: VP-1 POPS - Patty Johnson

As we both know, there are no words...many THX, CB

From: vomasterc [vomasterc@centurytel.net]

Sent: Tuesday, January 21, 2014 11:29 PM

Subject: RE: VP-1 POPS - Patty Johnson

Sorry to hear about that. My condolences to the family.

John Driver

From: Gary Spees

Sent: Monday, January 20, 2014 6:26 PM

Subject: Patty Johnson passed on today

It is with a heavy heart that I share with you that Patty Johnson passed on at about 4 pm Monday afternoon.

Cliff Freund called me with this information:

Patty recently had a hip operation. She was doing well and came home. Sunday night she woke up with pain and Bill took her back to the hospital in Montgomery AL.

Patty passed on Monday. I just spoke with Carson. He is going to send flowers from POPS.

I understand that three of their four children are with Bill. Please keep the family in your prayers. Bill is at billpatty@charter.net.

Blessings,

Gary

From: Lew Prince [mcmxlili@live.com]
Sent: Wednesday, January 08, 2014 3:20 PM
To: KB Sherman
Subject: RE: VP-1 POPS

Awhile back you asked for photos of POPS members. At the time my wife was in her final days and passed away December 8th.

Still trying to get everything untangled, it's kind of crazy but getting there.

Here is a picture my wife's 15 year old grandson just took. The cup says Lew Prince, VP1 Iwakuni Japan 1970.

On the back side it has a P3B marked YB6 with BuNo 154590

The boy and I had been throwing snowballs at each other that's why the exhausted look. We've had temps at -5 overnight.

[Note: In 1984 my Reserve squadron, VP-92, received the same airplane, modified to become a P-3B TACNAVMOD, after VP-1 received Charlies. Small world. – Ed.]



From: jelliott5@comcast.net
[mailto:jelliott5@comcast.net]
Sent: Monday, March 24, 2014 12:24 PM
Subject: vp-1

Crew7 rides (hobbles) again! Gromelski, Elliott, and Larson. Colorado, 2013.



These Rumors of a Nine-Carrier Navy? Over the Long Term, They Could Be Off by Nine As costs rise and budgets shrink, one officer says the U.S. Navy should entirely abandon giant flattops

- David Axe in War is Boring

News reports indicate the U.S. Navy could eliminate one of its 10 nuclear-powered aircraft carriers starting in 2015. And according to one prominent naval writer, that single cut should be the beginning of a slow process of completely axing the giant ships from the American fleet.

“The nation must plan a graceful transition that stops building carriers, plans a path for those already built to see them through their service life and creates new means of operational effectiveness in the future,” Capt. Henry Hendrix, an historian and strategist, wrote in a 2013 study for the Center for a New American Security think tank.

The main reason is simple: money. Unless budgets increase, carriers somehow get cheaper or the Pentagon makes deep cuts elsewhere, the Navy cannot afford to maintain today’s 10-flattop force—to say nothing of the 11 carriers it’s required by law to have over the long term.

Hence the recent news that the Navy might propose an early retirement for the 22-year-old flattop *USS George Washington*—subject to the president’s approval and Congress’ appropriation, of course. And whether or not the sailing branch decommissions *George Washington*, it’s already planning on keeping just two carriers deployed at a time, down from three or four.

By the numbers

A thousand-foot-long nuclear aircraft carrier costs \$13.5 billion to build—a 100-percent increase in just the last decade—and no less than \$500 million per year to operate, repair and upgrade. After absorbing billions in budget cuts due to the economic crisis and the sequestration law, the Navy gets around \$40 billion a year to operate its ships and planes and just \$13 billion or \$14 billion to build new vessels.

The current 10 *Nimitz*-class flattops—part of a frontline fleet of 283 warships—account for \$5 billion of the \$40-billion operations and maintenance budget. In other words, three percent of the fleet consumes 13 percent of the operations budget and a whopping *20 percent* of the shipbuilding budget, assuming the Navy continues to acquire a new carrier every five years, each serving for 50 years.

Of course, in most scenarios a single 100,000-ton-displacement flattop delivers more useful combat power than a lightly-armed 3,000-ton Littoral Combat Ship (\$500 million to build)—more, even, than several 10,000-ton *Arleigh Burke*-class destroyers (\$2 billion apiece). It’s not necessarily helpful to directly compare the big, pricey carriers to cheaper, more numerous and less powerful surface warships.

The issue is how much value one attributes to a carrier versus an LCS or destroyer. That's a question that Hendrix struggled with.

"Given that the aircraft carrier is the benchmark for current naval presence missions, for the purposes of discussion, assume it has a presence value of 1.00 on a sliding scale where a riverine detachment, on the low end, has a value of 0.01," Hendrix wrote in the CNAS study:

This means that the current acquisition cost of 1.00 presence is \$13.5 billion, which raises the question of whether an alternative combination can achieve this level of presence at a lower cost. What is the presence value of a destroyer? Can one assign it a 0.2 presence value? Would spending \$10 billion on five destroyers to create a 1.00 naval presence value at an operating cost of \$1.8 million per day be a better investment?

Hendrix answered his own question with a proposal: that the Navy stop building big carriers with *Gerald R. Ford*, the \$13.5-billion flattop nearing completion in Virginia. A carrier would leave service every five years or so, allowing the flattop fleet to gradually shrink until the giant ships leave service entirely in 2065.

In their place, Hendrix proposes that the Navy spend its \$14-billion shipbuilding budget and \$40-billion ops budget on a mix of surface combatants, amphibious assault ships carrying drones and jump jets plus a reinforced submarine fleet with improved land-attack missiles.

In his estimation, a fleet of cheaper and more numerous *small* ships is superior to an ever-shrinking number of unaffordable big ships like today's carriers. "The U.S. Navy must be ready to support the nation's interests," Hendrix wrote. The question is *how* it does so.

The Navy has not confirmed the reports of *George Washington*'s planned 2015 retirement. Politics could intervene and Congress could add money to keep all 10 flattops in the inventory, for now.

But the underlying budgetary trends threatening the flattop fleet are unlikely to change any time soon. And that calls for creative thinking, according to Hendrix. "If it is true that when money gets tight, people get smarter, then the United States needs some very smart people right now."

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Navy Orions damaged in hangar collapse likely a Total Loss

The condition of several U.S. Navy and Japan Self-Defense Force surveillance planes is still unknown after heavy snow caused the roof of a hangar to collapse Saturday near Naval Air Facility Atsugi, according to U.S. and Japanese officials.

By Eric Slavin, Stars and Stripes

YOKOSUKA NAVAL BASE, Japan — At least three of the Navy's four P-3 Orion surveillance aircraft damaged when snow collapsed a Japanese contractor's hangar in February were crushed beyond repair, according to a media report.

A spokeswoman at Naval Air Station Patuxent River, Maryland, told the Navy League's *Seapower* magazine on May 5 that Navy damage assessments concluded that the P-3s were totaled by unusually heavy snowfall at the NIPPI Corp. maintenance facility near Naval Air Facility Atsugi.

"Of the four aircraft, three have been assessed as a total loss," said LaToya Graddy, spokeswoman for the Navy's Maritime Patrol and Reconnaissance Aircraft Program Office. "The remaining aircraft will be assessed for serviceability once the roof structure is removed. All four aircraft were receiving normally scheduled depot-level maintenance."

"As of April 2014, we have 115 P-3Cs in inventory," Graddy said. "Of that, 82 are available."

The remainders are either in the depot for modifications for repairs or are scheduled for depot induction, she said.

The 550-foot-long hangar housed 10 aircraft, including the U.S. Navy planes and six variants of the Japan Self-Defense Force P-3. The 50-foot-high roof dated to the 1950s, Japanese officials said following the hangar collapse.

Of the six Japanese P-3 aircraft variants damaged, preliminary investigations indicate that three P-3C planes and one OP-3C will likely be declared total losses, a Japanese defense ministry spokesman told *Stars and Stripes* Wednesday. The two remaining aircraft are expected to undergo extensive repairs, the spokesman said.

NAF Atsugi officials were unavailable for comment Tuesday afternoon.

After a warmer-than-average winter with little snowfall, the Tokyo region, where the NIPPI facility is located, was blanketed by 2-3 feet of snow in February.



The P-3 Orion has patrolled the Pacific on anti-submarine and surveillance missions since its introduction in the 1960s. Each four-engine turboprop aircraft costs \$36 million, according to the U.S. Navy's Fact File website.

The Navy is slowly phasing out the P-3 in favor of the new P-8 Poseidon aircraft, which has an upgraded airframe and avionics enhancements. The P-8 planes began arriving at U.S. bases in Japan in December.

Too Damn Close: North Carolina Nuclear Bomb ‘Could Have Detonated’

New documents show the risks of accidental nuclear explosions

Where would Raleigh, North Carolina, be today had a two-megaton nuclear bomb wiped it out in 1961? That almost happened—and newly-released documents show it came closer than previously thought.

The incident in question is the Goldsboro nuclear accident in North Carolina. On Jan. 24, 1961, a nuclear-armed B-52 bomber flew above the state when a fuel leak caused total loss of control.

The pilots bailed, and after descending past 10,000 feet, the bomber broke up. Its two MK.39 nuclear bombs—each with an explosive power of more than two megatons—ejected from the plane as it disintegrated. Had one of the bombs exploded, it would have destroyed Goldsboro, nearby Seymour Johnson Air Force Base and possibly taken out the city of Raleigh in the process.

According to documents from Sandia National Laboratory and obtained by journalist Eric Schlosser, the possibility of one of the bombs exploding was much greater than previously believed. These documents were detailed in Schlosser’s 2013 book *Command and Control of Nuclear Weapons*, and were released Monday after FOIA requests by the National Security Archives at George Washington University.

How close did those bombs come to exploding? Very, very close.



T-249 Arm/Safe Switch. Photo via the National Security Archives [kinda’ looks like our old AMAC Box, doesn’t it? - Ed.]

Dead switch

Here’s how it happened. Each bomb carried aboard the B-52 had an arming mechanism known as the T-249 Arm/Safe Switch. This switch connected to a series of batteries and rods which

powered and armed the device, and which prevented the bomb from inadvertently blowing itself up.

As the first of two bombs ejected from the disintegrating plane, the bomb activated its battery during the fall—part of the arming procedure—and deployed its parachute. The nuke hit the ground with a thud, its parachute catching in the trees. This jolted the safing pins that connected the battery to the bomb, worrying enough on its own, but the switch prevented the bomb from detonating.

“It is apparent that all components behaved in the normal manner that would be expected if the bomb were released from the aircraft with the T-249 in the safe condition,” a FOIA’d report from the Atomic Energy Commission’s Albuquerque Operations Office concluded in February 1961.

But the second bomb never deployed a parachute. Instead, it impacted the earth at free-fall speeds, diving into the ground at a depth of 12 feet. This shook the indicator switch from safe mode … to armed mode.

“The MC-772 Arm/Safe Switch appeared to be intact when recovered from the unit, and the indicator drum indicated the switch was in the ARM position,” the report noted.

That must have been a bit shocking. But fortunately, the impact also damaged the switch’s contacts to the bomb’s high-voltage battery—meaning the battery never activated. Had those contacts not *also* been damaged in the fall? Boom.

“If the shock had not also damaged the switch contacts, the weapon could have detonated,” noted William Burr of the National Security Archives.

The Pentagon replaced the switch with a new mechanism after the Goldsboro incident. But it’s a stark example of the uncertainties involved with complex, dangerous weapons. A slight jolt in a different direction, and Raleigh wouldn’t be here today.

But there’s also a deeper problem. A nuclear weapon exploding on accident could lead to geopolitical miscalculation—such as senior officials mistakenly believing the country was under attack.

In addition to the incident report from Goldsboro, the National Security Archives also released a previously restricted 1987 review of nuclear safety programs. The conclusion, according to Sandia’s R. N. Brodie, was that the complexity of nuclear weapons combined with the huge number of potential “abnormal” situations means there is a “nonzero probability that it could be unintentionally detonated,” Brodie wrote.

In other words, you can make nuclear weapons safer—and you should—but you can never make them 100 percent safe.

From: Johnny Perez [perezja@md.metrocast.net]
Sent: Friday, July 11, 2014 5:06 PM
Subject: VP-1 POPs News Letter

KB,

Hi, Johnny A. Perez here. I would like to put in some info for the next news letter about myself.

On June 19th, my doctor ordered a chest X-Ray for me to take and from that day till now. It has gone downhill for me, after the X-Ray was a CT scan, MRI, Biopsy, and PET scan. All reveal that I have advanced stage 4 lung cancer and it has also traveled to my liver and invaded the small and large lymph nodes around my right lung and chest areas. The doctor says it is small cell carcinoma and very aggressive. I will be doing a series of chemo therapy starting on Monday, July 14th. Right now the schedule is for 3 times a week for the next few months combined with radiation therapy.

I've been told that it will be a difficult few months to get through but Nancy and I are ready to put up a good fight. Will try to keep you informed of my progress and I am looking forward to the Dayton reunion.

[Best wishes, Johnny – Ed.]

What Happens When an Iranian Patrol Plane Buzzes an American Flattop

Photos depict dramatic jet fighter intercept

- David Cenciotti in War is Boring

The new images in this post, published on Iranian Website Aerospacetalk.ir, were probably shot between January and June 2012, when the U.S. Navy aircraft carrier USS *Abraham Lincoln* was in the Persian Gulf to help keep an eye on Iran.

The photos illustrate what happens when an Iranian P-3F patrol plane gets too close to an American flattop. It's intercepted and escorted away, in this case by an F/A-18E Super Hornet of squadron VFA-137 "Kestrels," wearing a cool digital color scheme.

The Iranian Website was down at the time of writing. It's unclear why.

Iran has four propeller-drive P-3s that it acquired from Lockheed Martin in the mid-1970s, before the Islamic revolution transformed Iran from an American ally to one of Washington's bitterest rivals.

Since these maritime patrol planes fly in international airspace and don't pose a real threat to a Carrier Strike Group, a flattop doesn't need to take any real defensive action other than tracking the surveillance plane and perhaps diverting one of its jet fighters to intercept.



Old News? A Navy F-14 intercepts an Iranian P-3 in 1981.

An aircraft carrier doesn't even need to change course if a spy plane pops up on radar, provided that the patroller isn't armed and doesn't get aggressive. Every now and then, Iranian armed speedboats and subs also pay visits to American flattops.

Washington returns the favor by relentlessly spying on Iran with a wide range of high-tech manned planes and drones.

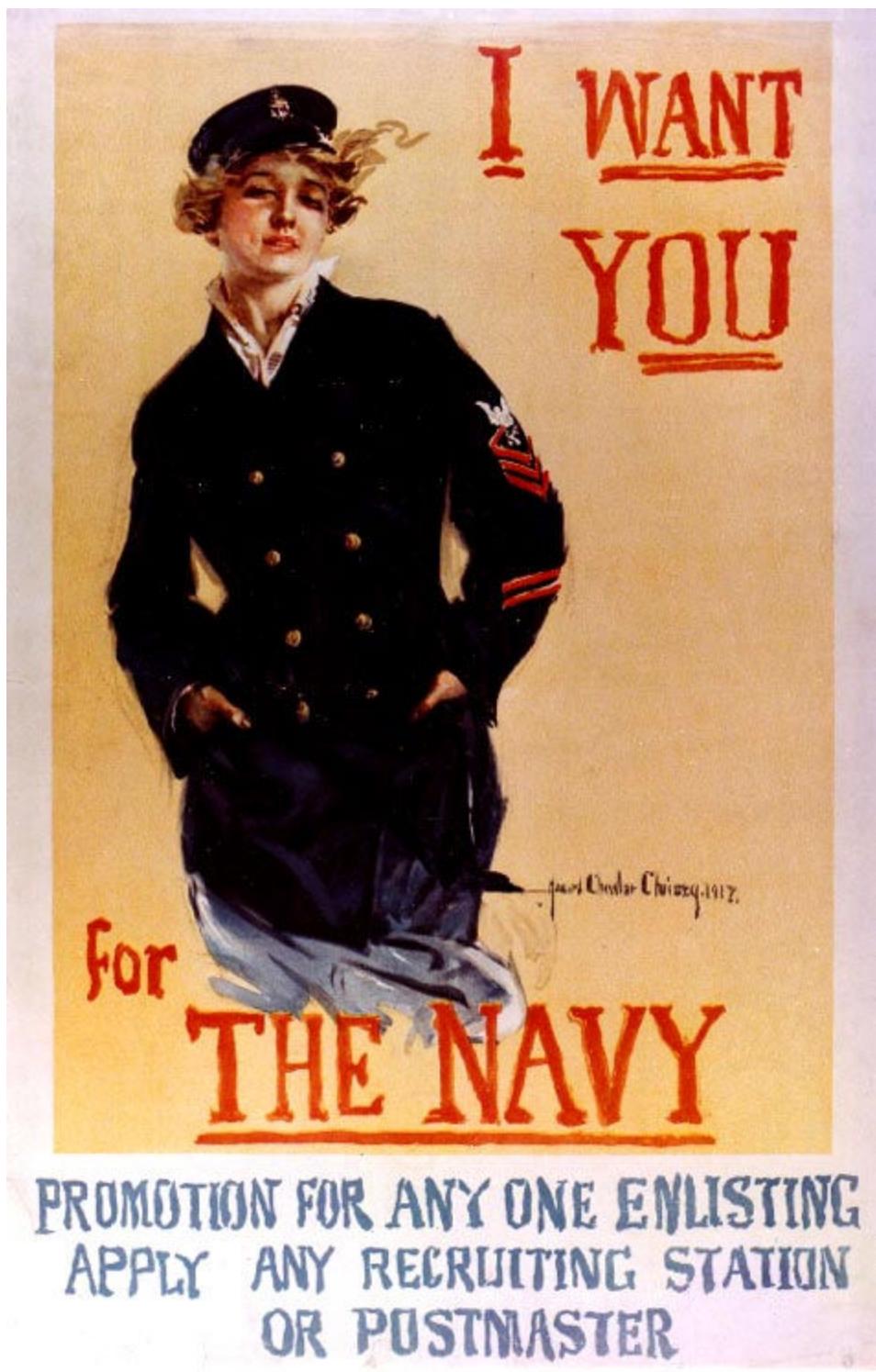


Photo # NH 81543-KN Christy poster, 1917

VP-1 POPS

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