



** WINTER, 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, or, \$100 for Lifetime membership. 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.

‘Very dangerous’: Pentagon says armed Chinese jet did ‘barrel roll’ over US aircraft

Published August 22, 2014

FoxNews.com

The Pentagon said Friday that a Chinese fighter jet made “several passes” by a U.S. Navy aircraft earlier this week off the coast of China in international airspace, baring its weapons and coming within mere feet of the U.S. plane.

Pentagon Press Secretary Rear Adm. John Kirby said Washington has lodged a protest to China through diplomatic channels, calling the maneuver “very close” and “very dangerous.” 1

“Not only is it unprofessional, it’s unsafe,” Kirby said.

Kirby said the Chinese jet made several close passes by the Navy P-8 Poseidon plane, coming within 30 feet of it. He said the Chinese jet did a “barrel roll” maneuver over the top of the Poseidon and also passed across the nose of the Navy plane, exposing the belly of the fighter in a way apparently designed to show that it was armed.

Kirby said it happened about 135 miles east of Hainan Island.

“We have registered our strong concerns to the Chinese about the unsafe and unprofessional intercept which posed a risk to the safety and the wellbeing of the air crew and was inconsistent with customary international law,” he said. “Also … this undermines efforts to continue developing military-to-military relations with the Chinese military.”

The Washington Free Beacon first reported on the incident, saying the P-8 was conducting routine surveillance when the Chinese Su-27 interceptor carried out a barrel roll over the U.S. plane.

As reported by the Free Beacon, this is the second such encounter this year with a U.S. surveillance aircraft – following an incident in April involving a Russian Su-27 flying close to a U.S. Air Force aircraft north of Japan.

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From: Donald Grove [oldfogy@cablespeed.com]

Sent: Thursday, September 18, 2014 4:44 PM

Subject: AMSC Williams, VP-1

I just (1430 PDT) finished speaking with E. L. ‘Easy Living’ Williams, AMSC, USN, Ret., over the phone. He called me from his bed at Sacred Heart Hospital (?) (I think) in Pensacola. He said he had suffered a stroke and was ambulanced to the medical facility. Willy spoke quite fluently and sensibly, and said that he was feeling pretty well. He was in the ICU section – saying he was soon to be moved to a room. He said his left side – leg, arm, and face were numb. Will have to undergo physical therapy. That’s about the extent of my knowledge concerning his condition.

DonG

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From: Dave Larson

Date: October, 2014

Subj: Yikes!

Aloha, KB:

Thanks for the postcard. All is well with me. Strep throat in Cam Ranh Bay '71 led to kidney failure 18 years later. Medically retired at 100%. 8 years of dialysis followed by a cadaver transplant. 20 years later all is fine.

Hope all is well with you. Let me know what the dues are.

God bless,

Dave

From: Douglas DeViney [dougydeviney@msn.com]

Sent: Friday, December 19, 2014 1:41 AM

Subject: RE: VP-1 POPS

Not driving a truck now. Dispatching. Less spare time.

From: wayne cprints [wayne@cprints.com]

Sent: Tuesday, December 16, 2014 12:53 PM

Subject: Re: VP-1 POPS

I own/run a print shop in San Jose, CA (California Print Services, Inc.).

I started in the printing business in 1989.

Wayne Fields

From: Robert Freedman [rob.freedman@comcast.net]

Sent: Monday, December 22, 2014 10:00 PM

Subject: Re: VP-1 POPS

I joined the squadron after the RAG; they had just gone on the Cubi deployment and I arrived with many of the troops on the airlift—about 8 hours crammed onto a contracted DC-8. I joined crew 10, was assigned to the corrosion control branch and worked my way through the squadron over the three-year tour and wound up as Personnel Officer. After VP-1 I went to Monterey for my MS in Aero Engineering and then did a payback tour at VX-1 where I flew many different variants of P-3s including EP-3A and P-3C Update which was in OPEVAL at the time. Selected for AED; Then I went to Dallas for a very interesting special project, lots of really good flying on an advanced R&D project. Went to DC (NAVAIR) in '83 where I worked with the AED detailer as the community manager. Lots of visibility and close work with flags. Then a tour at JAX, went to Australia for F/A-18 co-production program as XO/CO of the NAVPRO and back to DC to work Tomahawk, F/A-18 E/F development, DSMC, and wound up PMA-258 (SLAM/ Harpoon). Retired in 98. Had a good run and worked with some great folks. Still good friends with Guy Higgins who lives nearby. We are in Boulder, CO, Guy and Mary live in Lafayette, 3

CO just a few miles east of Boulder. You may not know Gary Johnson who also lives nearby. Gary joined the squadron just after I did. Guy, Gary, and I were all on crew 10 with Foots.

Regards and Merry Christmas!

[Rob Freedman](#)

From: Robert Freedman [rob.freeman@comcast.net]

Sent: Saturday, December 20, 2014 10:54 AM

Subject: Re: VP-1 POPS

I am completing a draft of an essay called FLYING AGAIN that chronicles my journey back to the cockpit. It is around 1000 words and will have two photos. I hope this is not too much for the newsletter. My wife is going to do some editing and then I will submit it. Let me know what you think.

[Rob Freedman](#)

[720.226.7708](#)

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Flying again

My last flight in the Navy, according to my logbook, was in April of 1989. I was the CO of the Navy unit in Melbourne, Australia, and was flying in the back seat of an F/A-18B on a low-level delivery flight from the final assembly plant near Melbourne to the RAAF base in Williamtown near Sydney. I did not know at the time that it was to be my last Navy flight, but I knew how much I enjoyed flying and how fortunate I was to have the opportunity to experience a low-level flight over the Australian “mountains” in a top-of-the line strike-fighter aircraft.

After my Australia tour I returned to the DC area for a sequence of program management assignments in the F/A-program office, Tomahawk, and SLAM-ER—not really a P-3 guy anymore, but not really a tactical jet guy either. My retirement from the Navy in 1998 was followed by moves to Ball Aerospace in Boulder, Colorado, L-3 in the San Francisco Bay area, and a return to Ball Aerospace where I am still working and contributing to national defense.

In 2012 the “Front Range” area of Colorado (the cities and towns like Boulder nestled right next to the foothills of the Rocky Mountains) was rocked by a series of devastating foothills wildfires. Every firefighting resource available was employed to fight these fires and save the foothills homes, people, and communities from the flames. Strange-looking helicopters, P-2s, and DC-10s flew above the flames dropping tons of retardant in desperate efforts to save lives and property. Small “controller” aircraft buzzed in circles controlling the arrivals and departures of aircraft in the fire zone.

On one of those days I heard the unmistakable hum of a P-3 flying low over our house headed toward the flames. I stepped outside and walked up the rise behind our house where I had a view of the smoke billowing from the foothill ridges a few miles to the west. The airplane was painted white with international orange colors on the wing tips, tail, and forward fuselage. I could see the P-3 swooping low over the ridge, presumably discharging its 1,000 gallons of retardant over the fire area. Then it climbed and headed back to Rocky Mountain Metro Airport (Metro), which happens to be right next to the Ball Aerospace buildings where I work, for another load. All through the daylight hours the sequence of aircraft flew over our house westward toward the fire, then headed back to Metro for another load of retardant. When it became dark, the air campaign halted, and silence reigned until daylight when the flights resumed.

During the firefighting period, I often saw the P-3 at Metro on my way to work, the flight and ground crews busy fueling or pumping retardant into the tanks that had replaced the bomb bay. I could not help thinking of the flight crews who were working so hard in ridiculous conditions—smoke, flames shooting 100 feet above the tree tops, airplanes everywhere, gusty winds, and mountainous terrain below. That led me to think of our VP-1 flight crews, many of you, our missions, and the challenges we faced: SEAS 4 tracks, rigging 110 ships at 200 feet over the South China Sea, GCA's into Cubi in crappy weather at night with crackling communications, long trips to Diego Garcia through the inter-tropical convergence zone, and hours of spotty communications and dead-reckoning navigation with St. Elmo's Fire illuminating the wind screen.

Seeing the P-3 almost every day stirred in me the desire to fly again. I began talking to friends and colleagues at work that are general aviation (GA) pilots, some of whom own GA airplanes. The more I spoke to them, the deeper my desire to return to the cockpit.

In September 2014 a few work colleagues and I attended the Tail Hook symposium in Reno. Since most of my work since 1986 when I went to Australia for the F/A-18 co-production program has been for tactical naval aviation, I was, at least, an adjunct member of the Tail Hook community having accomplished whole five arrested carrier landings in a T-28 during flight training in 1971.

In the exhibit hall, in front of the large, general session auditorium, in the corner, was an entire mockup of the most innovative GA aircraft, and the newest GA design since the 1970's—the Cirrus (*Free Flight* is a very interesting book about the development of the Cirrus, and the brothers behind it). Curious, I spoke to the representatives from the Cirrus factory in Duluth, Minnesota, that were showing off their airplane, and I was invited to climb into the full-function cockpit.



Nothing was familiar; the gauges and indicators I was used to in YB-10 had been replaced by two large glass screens. GPS had changed EVERYTHING: departures, enroute navigation, arrivals, and approaches. As a gadget guy and engineer I was fascinated; I was hooked. I had to learn how all this worked.

Within a few days of returning to Boulder, I

Cirrus 21XJ ready for preflight

found a flight school and an instructor. The 5 school focused on Cirrus transition training and I hit it off with my instructor immediately. He is about my age, and had flown Wild Weasel missions in Phantoms for the USAF, followed by an airline career during which he flew 777s and accumulated 14,000 hours.

My first few flights in the Cirrus were pretty shaky. I was rusty; the Perspective all-glass, GPS-based avionics were new and confusing at first. Moreover, VFR and GA flying is an entirely new and unfamiliar experience. But the basic air work and landings got smoother and more consistent with each flight, and with some dedicated study and simulator practice, my understanding

of the architecture and function of the Perspective avionics increased rapidly. I am very impressed with the capability of the airplane and the avionics. Many of you already know: it is a whole new GPS world.



Capt. Rob Freedman, USN (ret) at the controls of Cir-

So, VP-1 shipmates, when I am in the air, I often think of the 800 days in VP-1, the excitement of flying at 200 feet, and the camaraderie of the flight crews and squadron. I have included a photo of the airplane I fly (no, can't afford to own one). You can see photos of me at the controls of the Cirrus, concentrating on some task, the Rocky Mountains and foothills in the background, all snow covered and quiet for now; no fires.

Flying again.

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

Sent: Wednesday, December 17, 2014 4:36 PM

Subject: Re: VP-1 POPS

KB, as Christmas approaches we all (meaning me) get nostalgic. Attached is the result. If you think it is too corny, throw it away, If not publish.

Hope all is well with you and yours. All mine will be here for the holidays, what a lucky man am I!! All the best for a wonderful holiday season and thanks for all your work.

Regards Cliff

Twas the night before Christmas and all down the line, The crews were preparing for flights maritime.

The Navs were planning the route for the trip while the Flight Engineer the tanks he did dip.

I in flight suit all greenish khaki, thought, "to fly out tonight I must be whackie."

I want to be home the kids and the wife, this VP business is a heck of a life.

Then I climbed aboard and there the crew stood, not just guys, but a team, and damn good.

So we winged into the night, though it didn't seem fair, but we knew it was for Country, for Navy, and Maritime air.

After ten hours it wasn't much fun, but we never gave up -- we were VP-1.

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From: Charles Gardiner [cgardiner2003@yahoo.com]

Sent: Thursday, October 09, 2014 4:28 PM

Subject: Updated information

Hi KB,

Thank you, very much, for the post card requesting updated contact information. It was very timely because I have been seriously 'out of touch'. I decided to build a waterfront home on the gulf coast of south Florida and it was finished almost 2 years ago. We still have our home in California but my dog and I haven't been back there since we moved to Florida. My wife has spent a good portion of both summers in California but Penny (my springer spaniel) and I have 'held down the fort'.

I know there are a number of former VP-1 members located throughout Florida and I'm hopeful that I can meet up with some of my old buddies, at some point (including my hero, Chief Hamilton). I've stayed busy with the new house and also my constant urge to travel the world. I still return to SE Asia every winter and manage to add a country, or two, to the list somewhere else in the world. I do feel sure that I must owe some dues to the organization so please let me know if that is, in fact, the case and I'll take care of that in short order.

I hope you and everyone else in the group is doing well and I'll end this with my updated contact information:

Charles Gardiner

2803 Sancho Panza Court

Punta Gorda, Florida 33950

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From: Reisse Perin [Reisse@rlpcpa.com]

Sent: Friday, October 17, 2014 12:46 PM

To: Charles Gardiner

Cc: asa663@verizon.net

Subject: RE: VP-1 POPS

KB handles the newsletter so I have included him. He can confirm the next newsletter issue date. We can use all the prose we can get. I believe we are using stories as we remember them since who else does.

RP

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

From: Charles Gardiner [mailto:cgardiner2003@yahoo.com]

Sent: 10/17/2014 5:26 AM

To: Reisse Perin

Subject: RE: VP-1 POPS

My wildest times were in Sangley and Utapao but Olongapo was certainly right up there.. I went back to SE Asia in 1995 and have returned more than a dozen times since then. I flew in and out of Cam Ranh several years ago. It was weird seeing the place after having been there so many years prior. I'll be glad to submit a little blurb.....when would you need it?

On Thu, 10/16/14, Reisse Perin <Reisse@rlpcpa.com> wrote:

Subject: RE: VP-1 POPS

To: "Charles Gardiner" <cgardiner2003@yahoo.com>

Date: Thursday, October 16, 2014, 7:42 PM

Absolutely we would really like to have this. Does your situation have anything to do with hitting puberty in Olongapo?

Yep

That would be the chief I recall.

Reisse

:-)

-----Original

Message-----

From: Charles Gardiner

[mailto:cgardiner2003@yahoo.com]

Sent: 10/16/2014 4:58 PM

To: Reisse Perin

Subject: RE: VP-1 POPS

Hi, Reisse,

Yeah, interesting stuff! Mike and I were really good friends (as were Joe Milligan and I) and he lives only a couple of hours north of me. I last talked to him in the '80s and really intend to get a hold of him sometime soon. We didn't have a chief in our office but you may be thinking of Bill Treptor. He was bald and wore glasses and was the chief of Admin. (a yeoman). I wouldn't be surprised if there were people who wondered what happened to me because I was very quickly transferred to Viet Nam in August of 1971. I got my orders when we were in Cubi and was gone about 2 days later. Maybe, I'll write a little update on my situation for one of the newsletters and include that in the mix.....would that be OK? If so, I'll forward it to you in the near future if that's alright.

Charlie

On Wed, 10/15/14, Reisse Perin Reisse@rlpcpa.com wrote:

Subject: RE: VP-1

POPS

To: "Charles Gardiner"

<cgardiner2003@yahoo.com>

Date: Wednesday, October 15, 2014, 3:07 PM

Charlie,

Thanks, gosh, I hadn't thought about Mike for a long time. I know the other names but I don't remember them well. Did you have a Chief, bald, glasses, kind of blonde fringe?

It's still hard to grasp that it has been almost 50 years now. So in 1972, people just like us were talking about a period just after WW1 and they talked to people that would have service memories of the Civil War. I talked to my great- grandmother. She had an aunt that was related to Meriwether Lewis and talked to her about him. Sounds weird but it is fascinating to think how far yet so close to history we are.

I watched a program last night where they connected Ferdinand Von Zeppelin to the Wright Brothers, WWI, Howard Hughes, Kelly Johnson, and Neil Armstrong to get on the moon in 1969. This is the same great-grandmother came to Idaho on horseback and lived to see them land on the moon. She thought it was a kick.

Rambling signing off,

Best

Regards,

Reisse

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

From: Charles Gardiner [mailto:cgardiner2003@yahoo.com]

Sent: 10/15/2014 12:23 PM

To: Reisse Perin

Subject: RE: VP-1 POPS

In an outfit like VP-1, lots of people knew lots of people. One of the unique things about being a PN was that we knew EVERYBODY. I think it's fair to say that in our office, we really enjoyed almost everyone we dealt with but, naturally, we were happier to see some more than others. You were considered one of the many 'good guys'. I am totally confident that Mike Perlmutter, Butch Baldwin, Joe Milligan and Queen Henderson would all tell you exactly the same thing. We were a really 'tight' group, in our office, and always seemed to agree on such things.

On Wed, 10/15/14, Reisse Perin Reisse@rlpcpa.com wrote:

Subject: RE: VP-1 POPS

To: "Charles Gardiner" <cgardiner2003@yahoo.com>

Date: Wednesday, October 15, 2014, 1:08 PM

I will take that as a complement based upon my exuberant and caring nature toward my crewmates while maturing in the arms of the U S Navy.

Thanks for your support.

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

From: Charles Gardiner [mailto:cgardiner2003@yahoo.com]

Sent: 10/15/2014 11:06 AM

To: Reisse Perin

Subject: RE: VP-1 POPS

Yes, I remember Stevebut not nearly as well as I remember you.

Oh.....and the check's in the mail.

On Tue, 10/14/14, Reisse Perin Reisse@rlpcpa.com wrote:

Subject: RE: VP-1 POPS

To: "Charles Gardiner" <cgardiner2003@yahoo.com>

Date: Tuesday, October 14, 2014, 6:08 PM

Bless you, my son, you shall remain in Neptune's grace.

Be well young man.

Reisse

On Saturday, 27 December 2014, **Donald Grove <oldfogy@cablespeed.com> wrote:**

A far cry from the open-bay dormitory barracks, with communal heads and showers, that I lived as a young Navy Airman.

Apartment-style redesign a blueprint for future barracks

By: Ron Newberry

Mike Nortier joked about the tight quarters he experienced as a young sailor as he spoke during a ribbon-cutting ceremony for newly remodeled barracks at Whidbey Island Naval Air Station last month.

A peek inside one of the revamped units at Barracks 12 was eye-opening for the base's commanding officer. Each residence now features a kitchen, laundry unit and living room to go along with three bedrooms that house a total of six sailors.

"It's really made it a home for them," Nortier said. "Instead of a bed and a place to hang your hat, now you've got a home."

The \$19 million project at Ault Field took nearly two years and was overdue for the four-story concrete masonry structure built in 1974, said Peggy McClary, installation housing program manager at NAS Whidbey.

There are no current plans to remodel any of the other 10 barracks, she said.

"It was time," McClary said. "We have ratings for our buildings. It had one of the worst ratings."

The design is a shift in the Navy to more apartment-style living quarters, improving quality of life for sailors. Each unit was converted from four bedrooms to three, using the additional space for the kitchen, laundry compartment, living room and dining area. 11

"I think there is a plan in place to have future projects similar to this," McClary said, adding that some have already been done at other Puget Sound naval installations.

Bremerton-based general contractor Vet Industrial did the heavy lifting on the NAS Whidbey project, which also includes a movie room and game lounge in common areas and a large courtyard with barbecues.

Architects even incorporated a historic feature in the design, preserving a solid steel door built on a tracking system that served as an entrance to a fallout shelter.

The door remains open yet is no longer able to move.

"Times have changed from the Cold War era," Nortier said.

As they have inside Barracks 12 units, where residents no longer have to leave to community areas to get a warm meal, do laundry or put their feet up and watch television. The 42 units are prized among the sailors who reside there.

"I walked in and was like, 'Wow, this is nice,'" said Drake Doran, recently stationed at NAS Whidbey. "I took a video and sent it to pops."

"I like it a lot," said Laqwan Frazier, staring into the kitchen. "There's lots of cooking space."

Blair Engle said the rooms are larger and there's more storage than at the barracks she's stayed in. "It's bigger than any apartment I've had," she said.

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From: Mike Garrick [mailto:garrickal35qd@gmail.com]

Sent: Sunday, December 28, 2014 5:55 AM

Subject: New Navy Living Quarters

When I got to AOCS, Pensacola in 1967, we were quartered in a barracks block known as splinterville during INDOC week. (A truly miserable seven days.)

They were old WW 2 buildings. What still makes me laugh is that one of my roommates' dad had been a NavCad at the end of WW 2 and remembered German PoWs (presumably they were still wearing bits of uniform) doing the construction.

I think they lasted until I went to VT 3 (1973) following my tour in VP 1. Good builders those Krauts.

mike

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On Sunday, 28 December 2014, **KB Sherman <asa663@verizon.net>** wrote:

I was in the same barracks in 1968 – Batt II. INDOC lasted 10 days, as I recall (Tues-Fri). KB 12

*(Splinterville/Batt II, AOCS, Pensacola,
summer, 1968)*



From: Mike Garrick [garrickal35qd@gmail.com]
Sent: Sunday, December 28, 2014 6:29 PM
Subject: Re: New Navy Living Quarters

Maybe it was ten days. I just wanted to forget.

One of my memories was standing in our room with all my uniforms on my head. Gunnery Sergeant AC Stowe pulled the uniforms apart like he was opening some curtains.

He then said, in a menacing Southern drawl, 'Garrick, when I was in North Viet Nam (he had been recon), I figure I killed at least 50 people. If you don't square your sorry ass away, I'm gonna kill you, too.'

As I said, I just wanted to forget the whole experience. I had gone from college graduate, president of the student government association, member of a loving family to a (deleted) maggot in a week.

I'm sure your experience mirrored mine.

mike

Israel's Quiet Doomsday Submarines Almost Ready

From: War is Boring

The Israeli navy is a bit of an odd duck. It's designed largely for coastal and eastern Mediterranean warfare. But among all of Israel's small corvettes and missile boats are some seriously mighty submarines.

Israel is also investing heavily in growing its submarine fleet. It's a reflection of Tel -Aviv's increasing reliance on the underwater boats for a range of operations—including nuclear deterrence.

Right now, three *Dolphin II*-class submarines are under construction at Germany's ThyssenKrupp Marine Systems shipyards in Kiel. Once the submarines complete their trials and head towards the Mediterranean, they will become the most powerful Israeli submarines *ever*.

More than 225 feet long, the diesel-electric *Dolphin II* class is part attack submarine, part nuclear strike ship and part commando taxi.

They're also painted in an unusual combination of black, blue and green colors. That's "meant to make the ship less visible, and thought to be especially effective in Mediterranean waters," *Defense News* noted after recently publishing new photographs of the fat, oddly-shaped boats in dry dock and on sea trials.

In terms of weapons, the three boats of the *Dolphin II* class—the *Tannin*, *Rahav* and a third unnamed submarine—contain 10 torpedo tubes capable of launching fiber optic cable-guided DM-2A4 torpedoes. Germany has already handed over the *Tannin*, which is preparing for its journey to Israel.

Four of these tubes are larger 26-inch tubes—the size is rare for a Western-built submarine—capable of launching small commando teams or firing larger cruise missiles. The remaining six tubes measure at 21 inches.

Although not admitted by the Israeli government, the *Dolphin II* is widely believed to soon possess nuclear-tipped Popeye Turbo cruise missiles. The submarine's armament includes non-nuclear anti-ship Harpoon and anti-helicopter Triton missiles.

In 2012, German news magazine *Der Spiegel* interviewed several German defense ministry officials, all of whom were under the assumption that Israel intends for these submarines to carry nuclear weapons. The missiles can also be launched "using a previously secret hydraulic ejection system," the magazine reported.

The photographs at *Defense News* also reveal horizontal planes for trailing communications gear and sonar buoys. But the classified propeller is covered by a tarp to keep out prying eyes.

For sensors, the *Dolphin II* comes with the German-made CSU-90 active radar, a PRS-3 passive ranging sonar and a FAS-3 flank sonar. These sensors are in addition to an Israeli-made surface search radar.

Of course, submarines need to be stealthy—and the *Dolphin II* is indeed quiet. The trick is in the submarine's air-independent propulsion fuel cells, which provide power under the surface as the diesel engines—used for running on the surface—rest and recharge.

This system is quieter than the nuclear-powered engines on American and Russian submarines, which must constantly circulate engine coolant. Nuclear submarines are virtually unlimited in

terms of range, and are better used for deep-water operations. But Israel has no need for nuclear-powered subs when quiet diesel subs can do the same job.

The *Dolphin II*'s top speed maxes out at 20 knots when submerged. But the maximum distance before needing to be refueled is around 9,200 miles at a speed of eight knots underwater. This puts the submarines in range of Iran.

And that's why Israel is investing in an up-armed submarine fleet. The Israeli military wants to maintain its undeclared nuclear strike force. Given Israel's small size, a nuclear deterrent promises massive retaliation if Israel's homeland is threatened.

Plus, submarines are very useful for littoral operations off the Gaza Strip and Lebanon.

Israel has also boosted its submarines' operational tempo. In 2013, Israeli submarines spent 58 percent of their time at sea compared to 36 percent from 2010 to 2012, according to the *Times of Israel*. This not only included secretive missions off Lebanon, but "deployments lasting several weeks that took the submarines thousands of kilometers from Israel," the paper reported.

In July 2013, a series of mysterious explosions occurred at the Syrian port of Latakia. Though Israeli aircraft were likely responsible for the attack—which targeted a shipment of Russian Yak-hont anti-ship missiles—such operations can be carried out by submarines.

Now the Israeli navy will soon have the much more capable way to do it.



From: Johnny Perez [perezja@md.metrocast.net]
Sent: Sunday, September 28, 2014 3:20 PM
Subject: John's Battle with Lung Cancer

HI, everyone, I would like to bring everyone up-to-date on my fight with Stage Four Lung and Liver Cancer.

I completed my third chemo session on the 28th of August was scheduled for a Pet Scan on Sept 22 and got the results on Sept 25. The news from the PET scan was not what we worry expecting I had more bad news then good. My lung and liver cancer grew in size and the cancer has gone in to my shoulder bones both sides. The good news was that lymph nodes on my lower part of my right lung and both sides of my neck got smaller.

Nancy and I were hoping for better news than the one we were told by the doctor. I will start my next three months chemo treatment 1 Oct and the doctor said this treatment is stronger and he is also hoping that will help me fight the cancer. I know that this next treatment will be rough on me but I am mentally prepared to fight this and hopefully beat this. Well, everyone, I will keep everyone updated on my progress. Wish me luck with this next phase of my treatment.

From: LOUIS TAFOYA [ljtafoya@msn.com]
Sent: Monday, September 29, 2014 1:35 PM
Subject: RE: John's Battle with Lung Cancer

Johnny,

I am sorry to hear that you have cancer! It seems like many of my old shipmates in VP-1 and my other commands are coming down with this problem. Sometimes I wonder if it was because of the environment we had to operate in, or maybe bad personal habits that we had. But, whatever the causes, we now have to endure it, ask the Lord for His help and hope for the best. Johnny, always hope, and then hope some more, because without hope we are sunk!

In August of 1996, I had a massive heart attack while undergoing an angiogram and I went into the "abyss" for a lengthy period of time but they went ahead and operated and performed a double bypass. The lord guided the medical staff hands and He brought me back and I survived with but minor brain damage. Many years before when I accepted Jesus as my Lord and Savior, I put my life in His hands. I call it, "I don't worry, I have my ticket in my hip pocket". Johnny, all I can say is that He had other plans for me, and it wasn't my time to go home. Since then, He can do whatever He wants with me.

Johnny, I will pray for you and ask the Lord to help you and give peace and comfort to your family. I will also add your name to my Church's Prayer List. May God Bless you and your family.

Your Friend & Shipmate
Louie/Taf

From: David Marzola
[dmarzola@msn.com]
Sent: Thursday, December 25, 2014 1:00 PM
Subject: RE: VP-1 POPS

Dave "Great Marzoo" Marzola retired in the San Francisco Bay area playing mediocre golf and building plastic models. Unfortunately no P-3B models exist so I did a P-3C from VP-31 this year.



New Indian Boomer Starts Sea Trials

By: Sam LaGrone

Published: December 16, 2014 2:01 PM Updated: December 16, 2014 2:01 PM

India's first domestically built nuclear ballistic missile submarine (SSBN) started sea trials on Monday, according to local press reports.

The 6,500-ton *Arihant* left the harbor at Visakhapatnam, on India's eastern shore, following a year and a half of tests closer to shore and is a first for the Indian shipbuilding base in developing a domestic ability to construct nuclear submarine.

However, the submarine maybe more a test and development platform than an operational boomer.

"While it is good news that *Arihant* has embarked on sea trials, it still has a long way to go before it proves itself as a competent SSBN. It could well end up as a technology demonstrator," retired Indian Navy Chief Admiral Arun Parkash told *Jane's Defence Weekly* on Monday.

"Even if it does not end up on deterrence patrol as its design and noise levels will have to be carefully evaluated, *Arihant* can be a useful learning experience for the navy's future SSBNs."

Arihant is based on the Russian Navy's Akula-class design and can field 12 Sagarika submarine-launched ballistic missile (SLBM) with nuclear warheads. The missiles are capable of a range of about 435 miles.

The class has been under development for decades under a secretive program that has attempted since the 1970s to create a domestic Indian nuclear submarine, according to Naval Institute's *Combat Fleet's of the World*.

The Indian Navy does field nuclear submarines in a lease program with Moscow.

From: slpalmer333@juno.com
Sent: Tuesday, December 16, 2014 1:20 PM
Subject: Re: VP-1 POPS

Stephen L. Palmer AE2 1969-1971

For the past 31 years I have been playing the part of one of the "Three Wise men" in a Christmas Pageant put on by the small community of Rickreall, Oregon. This pageant has been running for 74 years. There was a two year break during WW-II. I attended it as a child having grown up in the town of Dallas, Oregon, about five miles to the West of Rickreall. At the time I was in VP-1, there were four people in the squadron from Dallas. Lt. Fred Otjen, myself, my younger brother AT3 Dan Palmer and Gerald Potter.

Rickreall is a small farming community right at the crossing of Hwy 99W by Hwy 22 coming out of Salem and headed to the coast. They draw from the surrounding communities because it

is so small, for cast members and for members of the chorus. I was asked 31 years ago to be one of the wise men because the wise men march in, in the final scene, singing "We Three Kings". I have missed a couple of years during that 31 years but have been doing it pretty steady since 1983 or 1984. We just finished a three night run of the pageant as I said, and it was the 74th annual. Many families are in the third and fourth generation of members playing the parts of the various people used in the story of Jesus' birth. It always helps to get the community and the people involved into the Christmas Spirit. One of my fellow wise men this year was a classmate of mine from high school. He had never been in the pageant but had seen on-line that we were looking for a replacement as one of our wise men had to drop out because of business commitments of a new business he started. He had gone to grade school in the building where we hold the pageant. He lives in Albany, Oregon now and I live in Lebanon, Oregon, so it was easy for me to stop and pick him up for rehearsals. Our parts are pretty simple and the biggest part of it is marching in singing, with each of us having a solo verse and trying to harmonize. I hope to do it at least one more year, as I would like to make it through the 75th Annual Rickreall Christmas Pageant. If you want to see any more about it, go on-line to www.rickreallchristmaspageant.com. There should be pictures available there of some of the scenes and there were some of scenes 8 and 9. Those are the only two scenes with the wise men. The pageant used to be listed in "The things to see and do in Oregon".

I retired the day before Thanksgiving in 2013 from a career of engineering design work. I started with Caterpillar at their forklift factory in Dallas, Oregon in 1972, and ended in the employment of West Salem Machine Company in Salem, Oregon. I loved my work so it was never drudgery to go to work. Now I have 5.21 acres to keep up and at this time no critters to help me keep the grass down. Here in the Willamette Valley of Oregon, we have blackberries that are hard to keep in check and that is a challenge as well. I have missed the last couple of reunions but want to make the next one. Don't remember where it is supposed to be but I hope that will be in the news letter.

I am going to attach a picture of the "Three Wise men" that was taken in the past couple of years. I am the one on the left in the blue and gold outfit.

Best regards,

Steve Palmer



From: **jaxperl** [jaxperl@bellsouth.net]

Sent: **Tuesday, December 16, 2014 1:21 PM**

Subject: **Re: VP-1 POPS**

Wife Norma, me and dogs Pacific Coast Highway Summer RV roadtrip.



From: Sid [ky4an@live.com]

Sent: Sunday, December 21, 2014 6:30 PM

Subject: RE: VP-1 POPS

Hi KB, Hope everything is good with you and Toby . Please tell her hello from Nancy and I.

Well Nancy the dogs and I set out on a very long road trip this past summer . We left on May 20th from North Carolina to MT Rushmore spent 2 days there . Then on to Whidbey Island , Wash. Stayed there 3 days and had a great visit with some VP-1 P-2 guys Ed (Mac) McLaughlin and his wife Cathy, Bill Yuschalk and his wife Gloria. We moved on down to Tillamook, Oregon and met up with another P2er Ken Horne and his wife Mary. NAS Tillamook use to be a blimp squadron base , Now they make cheese . POPs should have a reunion there someday. Off we went to Winston, OR for a family Wedding . Next we drove on down to Oceanside , Calif. for my Grandsons high school Graduation . Stayed there for a week to see old friends and more family . Oceanside is where Nancy and I grew up (Nancy grew up I'm still trying) So off for home , we got back June 20th just 50 miles short of 8000 miles . All and all it was a great trip very little bad weather and best of all no car trouble .

So all you POP guys take care hope to see you at the next reunion.

Sid McCullers

**From: Virginia Snabb [vsnabb@munder.com]
Sent: Thursday, October 09, 2014 9:55 AM
Subject: VP-1 Shipmate Update**

Good Morning,

I am replying from the postcard for my husband, John Snabb. He suffered from a brain embolism in December and is still recovering in a Rehabilitation Center. He is progressing and should be home soon.

John's current information is:

John Carl Snabb

3440 Dorothea Court

Troy, MI 48084

248-647-9517

Email: vsnabb@gmail.com

Let me know if there is anything further you need,

Virginia

**From: The Spals [spalscolo@hotmail.com] (Clark Spalsbury)
Sent: Saturday, December 20, 2014 1:17 PM
Subject: RE: VP-1 POPS**

I'm working in Kansas City, MO taking and adjudicating Social Security and Medicare claims. I tentatively expect to retire from Social Security in the next few weeks or months!

I expect to return to Colorado or at least further West after retirement. My three children all attended school in Estes Park, CO. My son James is starting his last year of college studying civil engineering at Colorado State U. My daughter Lori graduated with a M.S. in astrophysics a year ago and is working for a NASA contractor in the D.C. area. And my stepdaughter Libby graduated from Colorado School of Mines about a decade ago and is now a homemaker with four children. Time flies!

**From: mjsull456 [mjsull456@gmail.com]
Sent: Saturday, October 04, 2014 10:35 PM
Subject: Vp1 pops contact info**