1969 P-3 ORION PIONEERS 1974

PATRON ONE

"THE FLEET'S FINEST"

NEWSLETTER #20	DECEMBER 2005

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

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The VP-1 POPS Officers/Committee Chairs elected at the 2005 Maine Event are as follows:

President
Louis Tafoya
6411 Avalon Road NW
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Vice President
Robert Giddings
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Secretary
Kenneth (KB) Sherman
89 Adams Road
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Treasurer
Richard Haglund
3570 Deerfield Drive
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Chaplain
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2007 Branson MO Reunion Co-Chairs
Bill Johnson, Lou Tafoya, Rich Haglund)
Bill Johnson
2637 Capstone Drive, Montgomery, Al 36106 (334) 272-9009
billpatty@charter.net)

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NEW INITIATIVES

A) A complete Roster of all our known eligible members, whether current or not, will be put on our Web Site-less street addresses, telephone numbers & e-mail addresses. B) Investigate the feasibility of finding a Vender and creating a Ships/Sari Sari Store web page for ordering items with our "Logo" shown above. C) Investigate the feasibility of obtaining "Non-profit" status. D) Carolyn Morasch has graciously offered to help us find our missing guys. Carson Hunt will also help. Will you?

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HOW TO JOIN

To join VP-1 POPS Complete the attached form and send to our Secretary. Upon your joining you will be sent a copy of the master roster of all your squadron mates from the 1969 – 1974 era that have been located. This roster also includes the names of squadron mates known to have passed away. On the active mailing list you will be sent future newsletters and any other pertinent information concerning the group.

Current membership dues are $15.00 for a two year cycle. Biennial VP-1 POPS dues are normally assessed in January of each even numbered year. Dues payments are now being accepted by the VP-1 POPS Treasurer for the 2006 – 2007 biennium.

HOW TO RENEW

"As 2004-05 looms large in the rear view mirror, your VP-1 POPS Board is actively preparing and planning for 2006-07. Much thought, energy and effort is being exerted to provide yet another two years of eventful reporting, organizing and securing a great Branson reunion.

As we march into the next biennium, it is time to remind you that this is the part of the cycle where dues come up, and from that financial infusion we keep the operation moving forward. The cost has remained fixed at $15 for two years; a relative bargain considering that the same $15 will buy you only 5 gallons of gas at the pump! Please make checks payable to VP-1 POPS and mail them to me at the above address.

We are also trying to get our roster up to date. If you have any changes to your address since the 2004-05 biennium or wish us to use a different email address, please include that information with your dues payment. Best Regards, Dick"

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I NEED YOUR INPUT FOR OUR NEXT NEWSLETTER. SEND IT TO ABOVE ADDRESS. THANKS. LOUIE

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Note: This form may be reproduced and send to eligible buddy's you know aren't on our Roster! (REV. DEC 2005)

VP-1 P-3 ORION PIONEERS

MEMBER INFORMATION FORM

Please send the information requested below to VP-1 POPs for administrative records. If you do not want your address information to appear on the master roster please so state and it won't be published. Ditto for phone numbers and e-mail addresses – if you don't want them listed please so state. Send the completed form via snail-mail to ***VP-1 POPs, c/o Ken Sherman, 89 Adams Rd., North Grafton, MA 01536-2101.*** Or, send the information via e-mail, responding by item number, to ***ASA66@CHARTER.NET.***

1. NAME:_____
(first) (middle initial) (last)

2. MAIL ADDRESS: _____
(street or po box) (city / town) (state) (ZIP)

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

4. SPOUSE NAME: _____
(first) (middle initial) (last)

5. TELEPHONE: Home _____ Work: _____ Cell: _____ Fax: _____

6. E-MAIL ADDRESS(ES):_____

7. WEB PAGE URL: _____

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

11. SIGNIFICANT BILLETS/ASSIGNMENTS IN VP-1: _____

_____

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

14. IF RETIRED MILITARY, DATE RETIRED: _____ 15. RETIRED RANK or RATE: _____

16. CURRENT OCCUPATION / EMPLOYER: _____

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

_____

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

DON'T FORGET TO SEND US A RECENT PHOTO

Note: This form may be reproduced and send to eligible buddy's you know aren't on our Roster!

VP-1 P-3 ORION PIONEERS
MINUTES OF 11 SEPTEMBER 2005 GENERAL MEETING

The meeting was held at the Holiday Inn, Bath, Maine on Sunday, 11 September 2005, in conjunction with the fourth all-hands reunion.

CALL TO ORDER:

President Bill Johnson called the meeting to order at 0900.

OPENING PRAYER:

Coincidentally, we gathered on the same date and approximately the same time that the 9/11 terrorist attacks on the United States took place four years earlier. We shared a moment of silence in remembrance of those nearly 3,000 persons who lost their lives on that day.

RECOGNITION AND THANKS:

President Johnson thanked the hosts who sponsored the "Maine Event", specifically Greg and Jane Pierce, Quentin and Glenice Henderson, and Joe Byrnes, SKCM Ret. and his Holiday Inn staff. He also gave special thanks to Vice President Louis Tafoya for his unwavering support and for volunteering to prepare the newsletters and to Kenneth "KB" Sherman for being our membership chairman as well as the web-master for the VP-1 POPS web site.

FINANCIAL REPORT:
Treasurer Quentin Henderson gave the financial report. He stated that the VP-1 P-3 Orion Pioneers (VP-1 POPs) had a total of $6561.65 in assets as of the NFCU statement dated 22 August 2005. These assets consisted of $62.60 in cash/checks-on-hand, $1,439.71 in a checking account, and $5,039.34 in a share savings account. As of this date, 18 September 2005, checks totaling $2,202.28 are outstanding. The checking and share savings accounts are with the Navy Federal Credit Union, headquartered at Merrifield, Virginia. The VP-1 P-3 Orion Pioneers had no liabilities or outstanding bills to be paid. The VP-1 P-3 Orion Pioneers net worth on this date was $4,674.37 which includes the deposit of $315 cash received for reunion events and dues.

OLD BUSINESS:

Don Hansen, Chairman of the Whidbey Patrol Squadron Memorial Committee, provided a briefing on the status of the memorial and the funding. He informed the attendees that the target date for the dedication of the memorial is September 2006. Each individual attending the meeting was provided with a brochure and the necessary information to make a donation. Don answered numerous questions from the floor.

VP-1 POPS will contribute $500 to the Whidbey Patrol Squadron Memorial for an appropriately inscribed brick.

NEW BUSINESS:

1. **Election of officers:**

   President Johnson provided a briefing on the process for the election of officers. At the Saturday evening banquet the officer nominating committee provided a handout listing each nominee as well as space for write-ins. The floor was also open to verbal nominations for each position. The elections resulted in the following:

A. President: Louis Tafoya

B. Vice President: Robert Giddings

C. Secretary: Kenneth "KB" Sherman

D. Treasurer: Richard Haglund

E. Chaplain: Carson Hunt

It was pointed out that we have several committee positions that need to be filled by volunteers. A crucial position that needs to be filled ASAP is the membership chairman. Contact Louis Tafoya if you desire to help. KB Sherman will remain as the Internet Information Coordinator.

Next Reunion Location:

The following locations for the 2007 VP-1 POPS reunion were suggested: Memphis, TN, Honolulu, HI, Branson, MO, Jacksonville, FL, Las Vegas, NV, Corpus Christi, TX, and a cruise ship with a port to be determined.

Four locations, with their hosts, were voted on: Memphis/Bobby Oliver, Honolulu/Louis Tafoya, Branson/Bill Johnson, and Jacksonville/ Eddie Dayrit. The other locations were not hosted.

Branson, MO garnered the most votes and will be the site for the 2007 reunion. Bill Johnson will be the Reunion Chairman and will be assisted by Louis Tafoya and Richard Haglund.

CLOSING:

President Johnson closed the meeting at 1005 and announced that the VP-1 POPS 2005 general business meeting was adjourned.

AFTER MEETING PROGRAM:

Captain Robert Winneg, USN, our guest speaker, and his family joined us immediately following the business meeting and were able to partake in the excellent brunch served by the Holiday Inn staff. Captain Winneg had recently completed his three-year tour as the Commanding Officer of Naval Air Station Brunswick, Maine. His comments were very informative and addressed a variety of subjects associated with the patrol Navy. Topics included the active and reserve patrol squadrons, the new aircraft to replace the P-3, and the BRAC process and its impact on NASB, he addressed some specifics relating to the BRAC commission's decision to close the base. Captain Winneg was CO VP-1 in 1997 and spoke to the POPS reunion attendees at the Whidbey brunch that year.

Submitted By	Approved By
//Quentin Henderson//	//Bill Johnson//
Secretary (Acting for Greg Pierce)	President

US Navy Maritime Air Patrol – Then and Now

When the Soviet Union collapsed, the US Navy was relieved of the big responsibility of keeping tabs on the USSR's huge submarine fleet. This activity had consumed countless hours of training and work and several generations of US Navy personnel who had spent their careers in pursuit of these boats since the Cold War had begun in 1946.

When I started ASW flight training in the US Navy in 1969, there were basically two types of submarines we had to track. The first were Russia's diesel-electric boats, and since most of these were based upon captured World War II German subs, they were generally noisy and slow when chugging along on their diesel engines and easy to track. The second class were the Soviets' nuclear subs. The early ones were even noisier than their diesel subs, but as the 1960s gave way to the 70s, 80s, and 90s, they became much quieter and more sophisticated (in no small part to technology stolen or purchased from the West).

Before nuclear submarines became ever quieter and launched thirty years of deep-ocean, covert submarine tracking, there were the Soviet diesel boats - lots and lots of diesel boats. A submarine's snorkeling limitations yielded two detection opportunities to the MPA crew. Snorkeling was very noisy, permitting the luxury of listening for what sounded like a freight train with a frozen wheel coming down the tracks as the typical Kalomna 37D or 2D42 diesel engines pounded away. Snorkeling is also dirty, enabling the use of SNIFFER, a neat device that literally tracked a submarine by sensing the sub's diesel exhaust. From after World War II until the early 1960s, the US Navy long range maritime air patrol aircraft was the P-2, the last version being the SP-2H. When the P-3A and –B models replaced the P-2 in the early to mid 60s, the airplane was much improved but the anti-submarine technology was basically the same.

Both the P-2 and P-3 dropped sonobouys– self-contained water-activated radio transmitters with underwater microphones (hydrophones). The bouys would drop their hydrophones down to a pre-selected depth and listen for a specified time. Back aboard the airplane, passive acoustic sensor operators (one aboard the P-2, then two aboard the P-3B) monitored what were called JEZIBLE (JEZ) picture grams printed on a roll of moving paper, showing what the bouy heard as lines of received sound frequency. The operator would also be listening on headphones. At an altitude of 5-10,000 feet, the idea was for us to remain undetected by the sub – "passive tracking." Noisy Soviet subs were easy to detect and track. However, if a diesel-electric sub shut-down its diesels and went to battery electric drive, passive tracking no longer worked and we had to quickly transition to active tracking, or JULIE.

If you wanted to see a patrol aviation crew really start sweating, you needed to go aboard and watch a JULITREX (Julie Training Exercise). Whether initially located acoustically or through diesel exhaust detection, once the sub realized that you were overhead, snorkeling ended and things got much trickier. Running only on battery now, the sub would beat feet and try to lose the airplane. This transitioned the flight crew from passive to active tracking and things got really interesting really quickly.

To track a quiet, fleeing submarine, you had to make your own noise and listen for the echoes. This required JULIE - active acoustic tracking. As soon as the crew realized that the sub had been alerted and was bugging-out, the plane would crank around in steep turn to mark on top of the last buoy to have had contact. New buoys would replace the passive listeners, and a sequence of seriously uncomfortable 2-G racetracks at turbulent low altitude would begin. Dropping and returning to new buoys as quickly and as frequently as possible, the TACCO (tactical coordinator) would drop SUS - Sound Underwater Source (dynamite with fins) - NAV (navigator) would mark the drop point on his Dead Reckoning Trace, and the JULIE operator would listen and watch his gear for the results. You'd hope to hear, "Contact, buoy (radio channel) three! Eight hundred and fifty yards, up doppler!" rather than, "Contact, buoy ten! Eleven hundred yards, down doppler!" Round and around you'd race, trying to get range circles to converge at a fix point. Of course, while you were busy, the sub was running at top battery speed and zigging all over the ocean, so your fixes would, at best, give you some idea where the target had been some minutes ago. If the crew could get a tentative course and speed on the sub, confirmation might be made with the magnetic anomaly detector ("MADMAN!" MADMAN!") so that a weapons drop could be accomplished. Not an ideal situation for weapon delivery, and few other events could more quickly reduce a cocky, experienced crew

to sweating, lock-jawed intensity than Julie.

JULIE was abandoned in the 1970s as “pingers” replaced the explosives-and-dumb bouy combination. Pingers are bouys that carry their own sonar and can actively range for a submerged target. Since the sound source is at the bouy rather than offset from it, range circles become circular rather than elliptical and thus much easier to use in generating a fix (where two or more circles intersect). Before pingers replaced JULIE, on one famous flight, the crew wired-together five SUS and dumped them out the free-fall chute. The detonation caved-in the side of the Soviet submarine’s sail and generated an outraged message from the Russian ambassador in Washington to the White House.

After the USSR fell and ASW was no longer a priority for the US Navy, it got away from aerial ASW in favor of other missions in support of the war on terror, such as long-range overland patrols and imagery and over-the-horizon cruise missile launch (the P-3 can carry a large variety of weapons). Meanwhile, manufacturers in German, Sweden, France, and other countries were busy creating an entirely new class of submarine for export: fourth generation diesel-electric subs with air independent propulsion (AIP). This is an enormous advance in submarine technology. Not only are they almost impossible to detect passively when they are running on their batteries, the AIP – a technology which uses oxygen generated from hydrogen peroxide to burn fuel while submerged – eliminates the need for snorkeling for days at a time. This has created a whole new need for active submarine location and tracking.

Yes, aggressive ASW is back. Just one enemy submarine can ruin your entire carrier task force's day and littoral ASW against a diesel-electric sub is ASW at its most difficult. Today's diesel subs are quieter and faster than their earlier counterparts, commonly using not only AIP but diesel-electric drive as opposed to the noisy diesel-reduction mode (the diesels directly linked to the shafts through a transmission) that older diesel subs used when snorkeling or surfaced. Further aggravating the job of the MPA crew, ASW in shallow water adds additional challenges due to bottom-bounce, ducting, sound absorption, and other factors. As noted above, Julie itself is gone, replaced by "pingers," sonobuoys that generate their own sound source for greater distances and can be instructed and reprogrammed from the air. This allows for quick deployment of multiple, flexible active sound sources. Of course, the sub is still beating feet, trying to escape, but pingers are greatly superior to the old Julie system and the MPA crew has a much better chance of converting to a MADMAN or other sensor track and subsequently killing the target. That's the good news. The bad news is twofold. Not only is it increasingly difficult for the modern MPA crew to stay ASW proficient with ASW having become just one of a dozen or so current missions for which the crew must train, but the Navy’s current

P-3Cs are fast being grounded from mechanical and structural problems inherent in the airplanes’ having already been extended to twice their design life. The P-3C’s replacement – Boeing’s Multimission Maritime Aircraft – won’t start joining the fleet until after 2012. -- K. B. Sherman


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