



My name is William LeMaster and I served in VP-44 from June 1954 until November 1956. I was an AT-3, 2nd Tech on CC-10 and then AT-2, 1st Tech on CC-10 and later 1st Tech on CC-3. I came across a picture that was taken on 14 January 1955 when VP-44 aircrews were transitioning from the P5M-1 to the P5M-2. At this time, VP-44 was hangar-ed at Breezy Point, NAS Norfolk, VA. We went to the Glenn L. Martin Company in Middle River, MD. near Baltimore where the P5M's were manufactured, to become familiar with the differences between the two models. The picture is cracked and creased and does need cleaned up, but then again it is 53 years old. My certificate of completion is dated 14 January 1955.

Pictured in the group is: **Row 1:** Camille AT2, (Unknown CPO in Dress Blues), Boone ADC, Gregaris ATC, Hall AMC and LeMaster AT3. **Row 2:** Lankford (Civilian Instructor), O'Daniel AD2, Wing ATAN, Ruth AT1, Dalton ATAN, Hoke AD1 and (Civilian Unknown). **Row 3:** Gann AD1, Hayes AD1, Chittick AOAN, Sebring AT1 and Krammer AO3. **Row 4:** Wallace AD1, Gosney AE3, Ferguson AE3 and Garrett AD2. **Row 5:** Two unknown civilians, probably instructors.

Some of the attending members of my crew, CC-10, were Row 1: myself, LeMaster AT-3 2nd Tech, Row 2: O'Daniel, AD2 2nd Mech, Row 3: Gann AD1, 1st Mech and Sebring, AT1, 1st Radioman.

I am sorry to say that at least three of those shown here have passed on. Jim Sebring and Blair Chittick.

Hoke AD1 was killed in the Azores crash in 1956.

If I can be of further help let me know.

Bill LeMaster, AT2. VP-44