

# Pelican Poop Sheet

Volume IX

April 25, 2009



## Taps

Gene

I saw where you listed Rick Bear as "lost contact". To up date you, and you can then update everyone else via the news letter. He passed away a couple years ago. [rdbear@sacoriver.net](mailto:rdbear@sacoriver.net) was his email address and I still send to his wife Deb using it.

Miro Zieba

Dear All,

I have sad news. Bob Kays died, peacefully, of Alzheimer's disease, the evening of 17 February, 2009, at a Hospice in Norfolk, VA. His family was at his side. Bob served VP-44 as Operations Officer, Class of 1961-2 and deployed on the Sigonella tour, with the P2s. Funeral services are scheduled for Wednesday, 25 February, 2009, at 1100 hrs. at The Oakdale Presbyterian Church, 550 East Little Creek Rd., Norfolk, VA, 23502. With the permission of the Reunion Committee, Beverly and I would be honored to represent the squadron, at the above event. Bob's family had asked that, in lieu of flowers, any donations would be gratefully received at: Odyssey Health Care Hospice, 6363, Center Drive, Bldg.6, Ste. 201, Norfolk, VA 23502.

God Bless you,

Andy Serrell

Gene

I went to the Roster site and noticed that you don't have my correct E-Mail address and other info. I was an AO3 and in the squadron from Jan.66 to Nov. 68. E-Mail [dlsinnov@yahoo.com](mailto:dlsinnov@yahoo.com) .Also I wanted to let you know a fellow squadron member and good friend of mine Roy Aikins AO3 passed away. He lived in Humboldt Ks.

**Thank You !**  
**David (Dave) Schmidt**

## Missing, new, and found Shipmates

Looking for information on Commander James L. Ball (CO 1963) and Jon Lund (LT 1961-1964.) Please contact Les Dennis email address [ljdennis@charter.net](mailto:ljdennis@charter.net)

Robert Davenport (1973-1977) [Davenport@post.Harvard.edu](mailto:Davenport@post.Harvard.edu) is looking for CDR Ron Lyons(1974-1977)

Gary Lake is looking for Mr. Way (FE) from Erie, PA; contact him at 919-763-9242

Tracy Doryland (AX2 1961-1963) would like to have a picture of LM 10 in the P2 era email address is [nancyandtracy@msn.com](mailto:nancyandtracy@msn.com)

Blair Snyder is looking for Rudy Foster, Mo Morrison, Perry from NJ, and Otis Teal, you can contact him at 912-367-9506 or email [BASMech@hotmail.com](mailto:BASMech@hotmail.com)

Looking for LT Ed Cook (1972-1975); LT Walt Diem (1972-1976); LTJG Harold Harvey (1972-1976); LT Bob Hilton(1973-1977); LT Rick Nelson(1973-1976); LT Steve Pirog(1972-1975); LT Chuck Phillips(1971-1974) Contact Ronald Stevens email [rhstevens4@verizon.net](mailto:rhstevens4@verizon.net)

**If you go to the Navy Memorial web site: <http://www.navylog.org/> and click on Navy Log at the top, you can search for missing Shipmates. If you have a profile on the Navy Log please keep it updated, you do not have to be a member to enter a profile.**

Update from the last newsletter, we have contact again with RDML William Moran (1982-1986) and Carl Marciniak

Lost Contact on John Van Dyke , Joseph Boraski (AE2 1968-1970), Brent Barnes, Phil Casten, Don Day, Randy Haven, Fred Howard, Junior Manes, George Myers, Lorin St John, Robert Goughan, George Hanthorn, Don Patterson, Bob Shaw, Robert Silvis, Gary Stange, Vic Vine.

New on the roster: Mark Nowak, Tom Dolan, Susan McMillan(PN3 1988-1991), Wayne Capra, Dennis Boudreau(AMS1 1980-1982), Ralph Dorsett (CDR 1970's), Ed Rooney, Mike Gibbs (AX1 1971-1977), Floyd Dean (LT 1972-1976), Ted Davis(LT 1971-1974), Mike Gorman(LT 1971-1974), Jeff Johnson(LT 1971-1974), Steve May(LTJG 1972-1976), Marty Morrissey(LT 1973-1977), Robbie Purkat( LT 1973-1977), Jack Sasser(LTJG 1973-1976), Bill Boniface, Harold Harvey, Darrell Whitney, Dick Winn, Gene Miller(AD1 1951-1954); Ricky Savageau (1983-1987), Paul Giarra(CDR 1984-1986), John Thompson (HM1 1974-1977); Skip Cox(1980-1984)

"Let every nation know, whether it wishes us well or ill, that we shall pay any price, bear any burden, meet any hardship, support any friend, oppose any foe to assure the survival and success of freedom."

President John F. Kennedy 1961

### **Abbreviation for Rear Admiral**

If any of you are like myself and remember the upper and lower ranks for Rear Admiral, you will be wondering what the RDML is for? I asked the same question and Captain Brown Word gave me the answer:

“Years back, when we didn’t have a one-star (British tradition held that a commodore could not represent the Admiralty,) thus all new flag officers went straight to rear admiral (upper half), we still had O-7 and O-8 pay grades. Thus, one had to go to the pay scale to see if a rear admiral was really upper or lower half. All were RADM’s. Naturally, this never sat well with the Army, Air Force, or Marines. Thus, the mid-80’s, congress ordered the Navy and Coast Guard to “fix it.” We tried several variants, including commodore admiral, before settling on “rear Admiral” for both, but abbreviated with RDML or RADM as appropriate.” Now you know!

### **VP-44 Coin Correction**

Hi Master Chief,

Sure I’d like to be added to the roster. Name is McMillan, Susan K. Email is xenaskm@yahoo.com and I was a PN3 when I was in VP-44 from 7/26/88 to 5/31/91.

By the way I received the coins yesterday, thank you very much. I have one question though. I thought the decommissioning date was 5/31/91? The date on the coin is 6/28/91. I pulled out my copies of my orders and 5/31/91 is the date I transferred to VP-26 and the date I typed on a couple hundred sets of orders. I was also practically the last one to leave the hangar on that very sad day. Is my recollection about the date wrong? Thanks in advance for clearing up my confusion.

Take care,  
Sue McMillan

The source we used on the home page was from VPNAVY.org web site. Does anybody have another answer?

“If you can’t get them to salute when they should salute and wear the clothes you tell them to wear, how are you going to tell them to die for their country?”

General George S. Patton, JR

### **EMPTY AIRCRAFT (From [www.strategypage.com](http://www.strategypage.com)):**

The U.S. Navy is training four of its personnel (three P-3 pilots and one civilian) to operate RQ-4 Global Hawk UAVs.

The Navy has two RQ-4s on order, and intends to replace its aging fleet of P-3 maritime reconnaissance aircraft with a mix of new P-8A manned aircraft and RQ-4s equipped with sensors optimized for maritime operations. The 4 navy trainees are in an accelerated course (4 months instead of 5) and will be made available to help fly U.S. Air Force RQ-4s. The Air Force can use the help, as the RQ-4s have been in the air for 20,000 hours over the last decade. The rate of use is accelerating.

Although the Boeing 737-based P-8A is a two engine jet, compared to the four engine turboprop P-3, it is a more capable plane. The P-8A has 23% more floor space than the P-3, and is larger (118ft wingspan, versus 100ft) and heavier (83 tons versus 61). Most other characteristics are the same. Both can stay in the air about 10 hours per sortie. Speed is different. Cruise speed for the 737 is 400kts, versus 300kts for the propeller driven P-3. This makes it possible for the P-8A to get to a patrol area faster, which is a major advantage when chasing down subs spotted by sonar arrays or satellites. However, the P-3 can carry more weapons (9 tons, versus 5.6.) This is less of a factor as the weapons (torpedoes, missiles, mines, sonobouys) are, pound for pound, more effective today; and that trend continues. Both carry the same size crew, of 10-11 pilots and equipment operators. Both aircraft carry search radar and various other sensors.

The 737 has, like the P-3, been equipped with bomb hard points on the wings for torpedoes or missiles. The B-737 is a more modern design, and has been used successfully since the 1960s by commercial aviation. Naval aviators are confident that it will be as reliable as the P-3 (which was based on the Electra civilian airliner that first flew in 1954, although only 170 were built, plus 600 P-3s. About 40 Electras are still in service). The Boeing 737 first flew in 1965, and over 5,000 have been built. The P-8A will be the first 737 designed with a bomb bay and four wing racks for weapons. Meanwhile, the U.S. Air Force and Navy are buying the B version of the RQ-4 Global Hawk UAVs, at a cost of \$58M each. This version is larger (wingspan is 15ft larger, at 131ft, and it's 4ft longer at 48ft) than the A model, and can carry more equipment. To support that, there's a new generator that produces 150% more electrical power. The RQ-4 has a range of over 13,000NM and a cruising speed of 325kts.

The first three RQ-4Bs entered service in 2006. At 13 tons, the Global Hawk is the size of a commuter airliner (like the Embraer ERJ 145), but costs nearly twice as much. Global Hawk can be equipped with much more powerful, and expensive, sensors. These more the double the cost of the aircraft. These reconnaissance-satellite-quality sensors (especially AESA radar) are usually worth the expense; because they enable the UAV, flying at over 60,000ft, to get a sharp picture of all the territory it can see from that altitude. The B version is supposed to be a lot more reliable. Early A models tended to fail and crash at the rate of once every thousand flight hours.

The maritime RQ-4 is seen as the ultimate replacement for all manned maritime patrol aircraft. The P-8A will probably be the last manned naval search aircraft. Some countries are using satellite communications to put the sensor operators who staff manned patrol aircraft, on the ground. Some nations propose sending aircraft like the P-3 or P-8 aloft with just their flight crews, having all the other gear operated from the ground. This enables the aircraft to stay in the air longer, and carry more gear.

**"If we ever forget that we're one nation under God, then we will be a nation gone under."**

**~Ronald Reagan~**

### **Cost of mailing newsletters**

I am presently mailing over 40 copies of our newsletter each time and have a request to make if I may? The cost for coping and mailing out the last newsletter was over \$65.00, which comes out to about \$1.60 each. We use to be able to make copies at our place of employment but we are now retired and no more free copies. I double side the copies to save on postage but lose on printing cost. Voluntary contributions are always welcome, but I would rather you buy something from the Pelican Shop. That way you get something in return for your money and I get money in the kitty, so we both win. An even better solution is to have a good email address that somebody can print out the newsletter for you. Thanks for any help we can get as this is our biggest expense coming out of our reunion fund. Thanks again to those of you that already brought something in the past.

## **You can't hide that Navy pride**

[letters@TimesRecord.Com](mailto:letters@TimesRecord.Com)

02/27/2009

*By Laura Hill*

In May 2005, the Pentagon made a decision that will change my life and the lives of my friends and neighbors forever. The Base Realignment and Closure Commission released its report stating simply: "Close Naval Air Station Brunswick, Maine. Relocate its aircraft along with dedicated personnel, equipment and support to Naval Air Station Jacksonville, Fla."

For a while I prayed that they would change their mind, but closure is set for 2011.

Base closure means several things for me. It means both my parents will have to find new jobs, that friends will be moving, adults who I've known all my life will be transferring, and it means that the Blue Angels will never soar over my house again.

But most of all, it means that the sound of freedom, the distinct hum of quad T-56 engines found in every P-3 aircraft, will no longer ring through our town.

It also means a lot of things for those who live in Maine. Hundreds of thousands, military and civilian, travel to our base every other year for the Great State of Maine Air Show. They come to see the Army's Golden Knights jump from dizzying heights, and they come, most of all, to see the Navy's own Blue Angels, a precision flight team made up of six highly skilled pilots flying the F/A-18 Hornets.

The base also does many things for our community. Sailors travel weekly to local schools, helping teachers, teaching classes and volunteering as mentors and friends. They help raise money for local organizations and help to educate the public about safety.

The base also gives a lot of jobs to civilians living in the area. These are our neighbors and friends. Their children are our best friends. They are the ones who we frolic through halls with, who we can always trust to eat our leftovers.

Notice, as you go throughout your day, the number of blue-and-gold Navy sweatshirts you see. Realize that many of these people will be gone within a year.

Those who leave us do so ô though not without deep sorrow ô with a sense of pride and of duty. They understand the old military saying, "Home is where the Navy sends you." They take with them their flags, their ceremonies and their uniforms: symbols of our nation and of our military.

And this is what I fear will leave our town when the base is gone: Our Navy pride..

Regardless of your political views, one must agree that the military has, at one point, ensured our freedom. Whether in 1776 or 1941, our soldiers, sailors, Marines, airmen and guardsmen have gone out and risked their lives to protect our safety and happiness. As we fight this new war, I urge you not to confuse executive decisions and political biases with the work that these men and women are doing and the sacrifices they and their families make.

You are living and learning among hundreds of military personnel, active-duty and retired, who deserve your respect and your thanks. Though many will leave with the base, many veterans, civilian employees and retired personnel will remain in our town.

Even if thanking total strangers isn't for you, you can still show your respect in other ways.

Just standing for the Pledge of Allegiance and the National Anthem is often thanks enough. These things are signs of respect and of appreciation to all military personnel, retired and active-duty, here and abroad. They have become so routine that often we don't bother to show them the respect they deserve.

But we are "the land of the free" and we have "liberty and justice for all" because of the sacrifices made by men and women in our country. And not taking the effort to stand and put a hand over your heart, not taking the infinitesimal effort to remove your hat, to stand in silence for two minutes, is, in my opinion, the ultimate disrespect to any man or woman, alive or dead, who has ever donned a uniform.

I have seen the pride and support that this community can show. I was there one morning in an airport to welcome home returning soldiers and bid safe journeys to those departing. I was there on a cold morning in a parking lot to welcome home a bus of returning Marines. I was there when an entire school said goodbye to their assistant principal as he headed off to war. I was there when hundreds endured howling winds and driving rains to see the Blue Angels fly.

I have seen what this community can do, and what it must continue to do in order to remain a true part our country.

It will be harder now.

Without the uniforms and the planes, it will be harder to remember the sacrifices, it will be harder to drag up that pride.

But I urge you to try, to stand silent for the anthem and proud for the pledge, to celebrate Memorial Day for what it really is, to hug a veteran, to thank a soldier.

And with your example, others will follow.

Though we wave goodbye to our base, wishing it fair winds and following seas, we will keep embedded deep in our community and deep in our hearts our pride. Our pride in our military and our pride in our country. God bless America .

*Laura Hill, a sophomore at Mt. Ararat High School, lives in Topsham.*

### VP Navy Pictures

This is a good site to check out. Various VP aircraft in familiar locations.

<http://awpics.com:80/VP.html> Thanks to Ralph Cook.

### Memory list

Les Dennis (LT 1960-1964; CDR, USNR,ret) is in the process of putting a memory list of fallen Shipmates together from our squadron and could use your help. He would like as much information as possible on any fallen member you may know of. You can contact Les at 636-532-0460 or [ljedennis@charter.net](mailto:ljedennis@charter.net)

4/10/2009	<u>MEMORY LIST</u>				<u>RANK</u>
<u>NAME</u>	<u>SQUADRON</u>	<u>RANK</u>	<u>SERVED</u>	<u>DUTIES</u>	<u>ACHIEVED</u>
Aikens, Ray					
Baers, Rick					
Brynteson, Val	ATC			Electronics	1935-2007
Cassel, Bill					
Chittick, Blair					1935-2008
Culhane, Bill					
Estes, Billy					
Gustwick, Paul	ATC		1959-1963	Electronics	ATC
Hall, Jim					
Hoges, Don				PlaneCaptain	
Kayes, Bob	Commander		1959-1961	Ops. Officer	1922-2009
Lloyd, Gary	Lieutenant		1959-1961	Tacco	Commander
Marrack, Richard	Lieutenant		1960-1964	Pilot	
O'conner, John E.	Lieutenant		1960-1961	Pilot	
O'leary, Patrick	Lieutenant		1958-1961	Pilot	1938-2004
Pappas, Peter	Lieutenant			Pilot	

Pierce, Robert Pochyla, Gerald Poole, Tom Reeves, David Sammaripa, Ricardo Sebring, Jim Stoddard, Paul	Commander AO2 AE3	1961-1962 1959-1962 1959-1962	C.O. Ordnance AE3	????-2001 1931-2007 1963-2007 1933-2006	Captain
Swan, Robert A. Theron, James Thune, Don Slusser, Richard	Lieutenant Lieutenant LCDR	WWII 1958-1962 1959-1962	Pilot	1919-2009 1934-2004	Commander

### 2009 Green Valley Reunion

The 2009 reunion is complete and I think I can speak for everyone that it was very successful. It's always great to see old friends, especially those you haven't seen for over 40 years. I for one got to see Dave and Carol Olson whom I haven't seen since 1968, I was an usher at their wedding at the base chapel at Pax River. We all share a common bond with the squadron and many new friends were made from different time frames. Thanks to our chairman Frank Kurkowitz the Inn and Chief Val Ready Room was outstanding and the banquet at the American legion was super. The highlight for me and I'm sure the rest was the visit to the Pima Air and Space Museum and the tour of the boneyard at Davis-Monthan Air Force Base. It was a sad but beautiful site to see some 138 P3 Orions parked for maybe the last time. That number comes from Terry Knox(ATN3 1963-1967) and his contacts at Davis-Monthan. We will have pictures along with a group photo at the banquet on the web site so you can look up all those that attended. Below is the list of names at the Green Valley, AZ reunion.

Blackwood, Steven & Barbara	AMS3 1969-1971
Campbell, Glen & Karen	ATR3 1959-1961
Conner, George & Charlene	LT 1971-1974
Cook, Ralph & Suzanne	AMH2 1959-1963
Dennis, Les	LT 1960-1964
Doryland, Tracy & Nancy	AX2 1961-1963
Duling, Martin & Leah	ENS 1960-1963
Duxbury, Richard & Susan	LCDR 1966-1968
Ihrig, Don & Wana	ADJC 1961-1965
Jackson, James & Nancy	AT1 1962-1965
Jones, Jim & Vickie	AMS2 1961-1963
Klosterman, Thomas & Barbara	ADJ3 1962-1964
Knox, Terry	ATN3 1963-1967
Kurkowitz, Frank & Frances	AVCM 1982-1985
La Gue, Ted	AMH1 1961-1964
Minnerly, Bob & Sandra	LT 1958-1962
Olson, David & Carol	AO2 1966-1968
Orme, Doug & Pattie	LT 1960-1964
Robertson, Carl & Juanita	ABH2 1959-1963
Romeo, Frank & Pat	AE2 1959-1962
Serrell, Andy & Bev	CO 1961-1963
Sims, Phil & Judy	ABH2 1959-1962

Stephan, Bob & Ruth	LCDR 1960-1963
Sullivan, Nick & Charlotte	AE2 1959-1962
Toffolo, Gene & Janet	AX2 1965-1969
Veach, Roy & Roxie	AO3 1961-1964
Word, Brown	LT 1974-1977 & LCDR 1985-1988
Dubois, Pierre	Lockheed Rep 1960's

### **Special Thanks**

The Pelican Committee want to say Thank You+to Bev and Andy Serrell(CO 1961) for winning the 50/50 raffle at the banquet and turning it back over to the reunion fund. We would also like to thank Steve(AMS3 1969-1971)and Barb Blackwood for hauling our Pelican Shop out and back to the reunion from Indiana.

### **2010 Reunion**

At the business meeting in Green Valley those attending voted on the Norfolk area for next year's reunion. We will have Co-Chairmen for the reunion and a special thanks to Frank Romeo(AE2 1959-1962) and Ralph Cook(AMH2 1959-1963) for taking on this task. I know there are a lot of VP-44 Shipmates in the Tidewater area. If you know of any good hotels with a good size hospitality room you might let either one of them know so they can check it out. Also we would like to get a tour of Norfolk Naval Station and Breezy Point if possible? If somebody in the area could steer them in the right direction it would help, remember not all of our Shipmates are retired Navy and will not have the proper ID card for access. The list of the new association positions for the coming year are on the next section.

Ralph Cook email [blusgtar@ptd.net](mailto:blusgtar@ptd.net) : Frank Romeo email [Frankp51f@aol.com](mailto:Frankp51f@aol.com)

### **2010 Pelican Committee**

Ray Beck ATN2 1961-1964; ATC USN(ret) Web Master; Chairman 2005

Ralph Cook AMH2 1959-1963 2010 Co-Chairman ; Public Relations

Les Dennis LT 1960-1964; CDR, USNR(ret); Assistant Web Master; Editor-in- Chief

Frank Kurkowitz AVCM 1982-1985; CWO4, USN(ret); Chairman 2009

Bob Minnerly LT 1958-1962

Frank Romeo AE2 1959-1962

Jeff Snavelly AO2 1961-1965; Treasurer Chairman 2003

Gene Toffolo AX2 1965-1969; Sales & Admin; Chairman 2007

Dick Watson LTJG 1942-1944; Blue & Black Cats; CAC Roll of Honor

Brown Word LT 1974-1977 & LCDR 1985-1988; CAPT, USN(ret); VP-44 Committee Recruiter

Captain Word is seeking a couple more Shipmates from the 1970's and 1980's so we can cover all time frames of the squadron's history, let him know if you are interested.

### **Pelican Shop**

Sales have been good in these tough times and I will be re stocking some of the items in the next month. I will also be adding the hat with the NFO wings on it as requested at the Pigeon Forge reunion. I'm always looking for ideas to help the fund stay in the black so drop me a line if you would like to see something added.

### **Thank You**

I just want to say thanks to all of you for putting up with my attempt at a newsletter, back in 2005 I raised my hand to try this and four years later I have my replacement. Les Dennis(LT 1960-1964) CDR, USNR(ret) will be the editor for the next newsletter. The newsletter will still come from my email address as I have the data base working and we will not try and start it all over again. You can send any information for the next newsletter to [ljdennis@charter.net](mailto:ljdennis@charter.net) or myself and I will forward it on to CDR Dennis.

I'm always standing by if I can help in anyway, your friend and Shipmate.

Gene

Gene R. Toffolo, AX2 December 18, 1965-April 22, 1969, Crew Five & Seven  
Sales Coordinator & Administrative Chief  
Past Reunion Chairman 2007  
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