

Pelican Poop Sheet

Volume VIII

January 20, 2009



Missing Shipmates

Joe Wall (1966-1968) email address jwallav@bellsouth.net is looking for Robert Malone.

Missing Shipmates on the roster

The following Shipmates were on the roster but I had no contact or lost the information on them. I will keep their names on file but deleted them from the roster until I have an email address or phone number. If you know any of these individuals please contact them and see if they would like to be added back on the roster.

Jerry Austin; Rick Bear; Arthur Blevins; Dennis Bondreau; Dewey Burke; Michael Cantin; Dennis Carroll(1982-1986); Thomas Clingan(1983-1987); Charles Courtney; Richard Fite(1987-1991); James Frese; Steve Frost(1981-1985); Mile Gorman; Robert Goughan; Robert Groat; Dan Grove; Susan Hardy; James Hayes(1967-1970); Jimmy Hendricks((1975-1979); Maurice House; Clay Howe; Robert Kaser(XO 1991); Robbie Madison; David Makarewica; Carl Marciniak; Joseph Mauro(1955-1958); William Moran(1982-1986); Ronald Ness(1953-1957); David Norwood; Don Patterson; Steven Posey(1986-1990); Larry Robinson; Joseph Sammer; Linda Seal; Ken Schwartzman; Herbert Simmons(1953-1956); Allen Smith; Bob Stanga(1961-1964); James Stokes(1958-1959); Gary Strange; John Tompkins; John Thompson; Mark Turnes(1989-1991); Joe Way; Robert Zabielski.

Shipmate and CPA Award

Commander Fred Malvin, USN(ret) and LT 1961-1964 was named CPA for small business in the State of Virginia, the award can be read on the information page:

<http://www.vp44goldenpelicans.com/Information.htm> under the text - Congratulations Fred Malvin.

“May God have mercy upon my enemies, because I won’t.”

General George S. Patton Jr.

Brunswick Closing

Rachel_Ganong@TimesRecord.Com

11/28/2008

BRUNSWICK — Today marks the beginning of the end of Brunswick Naval Air Station. The first of its five squadrons, Patrol Squadron 8, leaves Brunswick for good this morning, starting an outflow of sailors and families who will both close a 65-year-old military installation and irrevocably change a community.

The squadron's first planes depart today, en route to a six-month deployment in the Middle East. The rest of the squadron's nearly 300 personnel will follow during the next week.

When they return in June from the desert's monochromatic environment, they won't be flying into Maine's vibrant green and blue landscape and uncluttered airspace. Instead, they'll start the exodus of Brunswick's P-3 Orion squadrons to their new headquarters in Jacksonville, Fla. Three more squadrons will leave this summer and one more in December 2009 to facilitate the scheduled base closing in May 2011.

Capt. William Fitzgerald, commanding officer at BNAS, said the squadron's departure won't cause any immediate change on the base, which still provides support services for the remaining 85 percent of the base's active military personnel.

But it does serve as reminder of an event constituting the focus of his command.

"I think it's symbolic, certainly, of the beginning of the end of Naval Air Station Brunswick," Fitzgerald said.

"If people had doubted if the base closure was going to happen, this ought to be a pretty good reminder that the base closure process has begun."

He said the squadron, which has participated in every major military operation since World War II, has been headquartered in Brunswick since 1971. With its departure, the squadron leaves 37 years of history and tradition in the town.

"I think the community loses something with its going," Fitzgerald said.

To some, 2011 might seem a long way off, but the reality of closure hits today for VP-8 commanding officer Cmdr. Eric Wiese, who according to tradition, will lead the departing squadron in the first plane scheduled to deploy. His take-off was scheduled for 11 a.m. today.

Wiese has spent three tours in Brunswick and is saddened to lead the squadron from Brunswick. This week, he's watched the walls in Hangar Five be divested of VP-8 memorabilia, as the squadron packs up its belongings to leave an empty hangar and a history in Brunswick rooted deep in the Cold War when P-3 Orions tracked and hunted Soviet submarines.

"To sum up, it's the end of an era," he said.

The squadron's departure also has significant personal impact for Wiese and many of the sailors under his command.

"We've made some great friends in our three tours here," he said, about his own family of five children and one foster child.

"It's a very emotional time for families because there's so much to do," he said, not only as squadron jobs become hectic with deployment preparations and family lives grow increasingly chaotic negotiating a move to Jacksonville.

Aviation Electrician David Aauto has been in Brunswick for more than four years, and his wife and three girls are preparing to leave as soon as he deploys.

"I was really sad they are leaving the base," he said. "You don't worry about violence here. You don't worry about crime. It's a safe environment."

Like some of his squadron members, he'll also miss Maine for other reasons, too.

"The skiing," for one, he said.

"Having four seasons," for another, said Lt. Eliot Weston, who added he had a housemate who vowed he'd return to Brunswick someday.

Some sailors took advantage of a two-week leave period to move their families to Jacksonville already, so spouses and children won't have to move on their own. In the meantime, they've been living as "geographic bachelors," waiting to deploy.

Other families will move at the end of the school year, when a second squadron departs for good from the base.

And still others will move sometime during the next six months.

"They are like pioneer women," Wiese said. "They're going to move their families on their own during deployment."

Deployment isn't easy for any family, especially during the holidays. Even with the added difficulty of knowing they will not return to Brunswick, the members of VP-8 and their families have stayed focus on the immediate task of preparing for the squadron's departure.

"Brunswick squadrons are known for their professionalism and attention to detail and operational excellence," Wiese said. "That's just been a tradition in Brunswick."

The squadrons' departure ends another Navy tradition in Brunswick, one of cooperation and camaraderie with the community outside the fence.

"I'm not sure that it's sunk in: the impact to the local community and, more importantly, the local economy," said Capt. James Hoke, commanding officer of Patrol and Reconnaissance Wing Five, which encompasses all the Brunswick's squadrons. "This starts the process."

More than most other military installations, Brunswick's base seems to blend seamlessly with the community, he said, recalling stories of how Pleasant Street motel owners welcomed cashless sailors on their first night in town.

Starting now — and especially this summer as the brunt of families leave — military neighbors and friends, who are leaving to play a critical role in the fight overseas, and their families will become fewer and fewer as the squadrons follow VP-8's migration to Jacksonville, he said.

"It's absolutely sad. This base is such a great set-up. The area is so great for families," he said. "But the nation has made a decision, so we press ahead and comply with the law."

27th Annual Mariner/Marlin Association Reunion

The Mariner/Marlin Association (MMA), which consists of PBM and P5M personnel and crews, will hold its 27th Annual Reunion in Tucson, AZ at the Hotel Arizona the weekend of April 23/25, 2009. Detailed information will be contained in the winter issue of the MMA Newsletter or can be obtained by contacting Arnold Zaharia at arnold@printcenteraz.com or ph. 623-934-2100.

Really good information on the upcoming replacement for the P3C: <http://www.boeing.com/defense-space/military/p8a/index.html>

Mariner/Marlin Association

This is from our Public Relations Director, Ralph Cook, you can email him at blusgtar@ptd.net

In my recent efforts to produce and market a P5M Marlin T-shirt, I made contact with some of the leadership of the Mariner/Marlin Association.

Frank Jones (frank.jones@cox.net) is the membership chairman and..(naturally) he wants as many VP-44 reunion folks as possible to sign up as members of MMA. It is inexpensive and rewarding to all those veterans from the late 40's to the mid 50's.

Frank Dorsch (futdir@triad.rr.com) is the MMA President. We have over 1000 active members and are always looking for new members. As you are aware of I'm sure, WW2 and Korean veterans are passing away and VP squadrons are of the past. Whenever a member calls or emails me, I always ask if they have any Navy stories they can share with us to put in the Mariner/Marlin News Letter. I've been asked to write a short column in the next N/L requesting members to call friends that are active in other VP associations and tell them about the Mariner/Marlin Association. Maybe we can all get together before the remaining VP Navy people die off!!!

Both of these men are very dedicated to the task of continued contact among former seaplane aviators.

The MMA is gathering in the Phoenix/Tucson area a week after our reunion. The last PBM Mariner is at the Pima Museum. Apparently the MMA funded much of the re-construction of that aircraft and the P5M in Pensacola. Their membership numbers about 300 and is made up of varied patrol squadron veterans including VP-44.

Mr Dorsch informed me that he is presently having a MMA (P5M PBM) T-shirt made. Although I have not seen it yet I expect it would be acceptable to some of our P5M vets. I will pursue it further.

Web site: <http://www.vpmma.org/>

New P5M T-Shirt

We now have a new P5M t-shirt (thanks to Ralph Cook) from the Pelican Shop, it's a white shirt in sizes medium, large, x-large and xx-large, cost \$15.00 plus S/H. You can see the print on the last page of this newsletter, the shirt will have the "LM" larger than shown. Those that get the newsletter mailed will not see the print in color to save cost, if you can't see it from the web please call me and I will mail you a copy. It has four colors, the star symbol is red white & blue. The wording at the bottom is red, outlined in blue and the plane is as close to the real thing as we could get. Those that do not want to order over the internet please call me and I will get you your shirt and tell you where to send your check.

2009 VP-44 REUNION

APRIL 16-20, 2009

GREEN VALLEY, ARIZONA

SAN IGNACIO INN

1-888-450-5444

WWW.INNATSANIGNACIO.COM



Of course, it is crew 10 and the time frame is mid 1963

Some rare individuals pictured.

The late, beloved Lt Pat O'leary is in the officer's hat.

Standing, third from left is Jerry Patton. to the right of him is Steve Gardener.

Jerry was at Pigeon Forge. He had just recovered from a stroke.

Jerry was the Best man at Steve's wedding, right after they got out.

Damn, these were good times and great guys.

Thanks to Ralph Cook!

Visit Your VP-44 Reunion 2009 Website and Pelican Shop:
<http://www.vp44goldenpelicans.com>

This registration does not include the hotel reservation. Make your hotel reservations by contacting: The Inn At San Ignacio (www.innatsanignacio.com) toll free 1-888-450-5444. When making reservations mention that you are with the VP-44 Golden Pelicans Group.

Name _____ Spouse/Guest _____

Address _____

Phone _____ Email Address _____

Dates with VP44, VPB204, VP204, VPMS4 and Rate & Rank _____

Registration Fee: I will be attending and bringing ___ guests @ \$15.00 each \$ _____

Registration Fee after February 1, 2009 ___ guests @ \$20.00 each \$ _____

Banquet Cost: \$40.00 Each (includes buffet, music & door prize tickets) \$ _____

Donation to VP44 Reunion Fund (funds to stock Pelican Shop & future events) \$ _____

Total \$ _____

The enclosed check is to be payable to: "VP-44 Reunion Fund." Please return this completed Form and check to:

Gene Toffolo
4334 Downes Drive
Indianapolis, IN 46235-1144

Reunion information request

Your preferred drink in the Ready Room _____

Whatever you wish to request, trips, site seeing, golf outings..etc

A professional group photo at the reunion will be payable at check in.

Additional comments for a better reunion: _____

Frank Kurkowitz
Chairman 2009 Reunion, Green Valley AZ
Email fdkusn@yahoo.com
Cell 520-780-9255

Gene Toffolo
Administrative Chief
Email genejanjay@aol.com
Home 317-897-4745
Cell 317-201-4261

Subject: Replace the P-3? Don't Count on It

Navy P-8 to Replace the P-3? Don't Count on It © gps333@charter.net

The P-8A, a Boeing 737-800 ERX that is the replacement for the P-3C, is becoming increasingly less cost effective and affordable. If any are built for the fleet, the total number is likely to be far below the official goal of 108 aircraft.

The P-3 fleet is disintegrating from overuse at such a high rate that Navy squadrons no longer “own” their own airplanes – what was typically nine aircraft. Instead, all flyable P-3s now belong to the Wing and are “loaned” to squadron aircrews on a mission-by-mission basis. From 288 flyable P-3Cs in 2003, the Navy has less than 100. The P-3 fleet has been aged prematurely by the shift away from ASW to overuse in overland surveillance and weapons delivery since 1991. Ground commanders in Iraq and Afghanistan love the Orion’s ability to loiter over a battle area for 8-10 hours, providing real-time visual and electronic surveillance.

A number of factors make it likely that the 108 aircraft goal is becoming unrealistic. One is cost. When the P-8A development and manufacturing costs are fully amortized, each P-8A will cost approximately \$416M in 2004 dollars. Remember, the Navy has to buy ships, whose costs are rising at staggering rates. The Littoral Combat Ship, the Navy’s answer to coastal, “brown water” fighting, has had two of the first four ships canceled for 100% cost overruns. The goal of 55 LCSes is in serious doubt. The just canceled DDG-1000 saw its price per hull exceed \$3B, triggering a Congressional revolt and ending what was to have been at least seven ships to just two “technology demonstrators,” a la the Seawolf-class nuclear attack submarines. CVN-X, the follow-on to the Nimitz-class nuclear aircraft carrier, is in limbo with the Navy saying little about its future. CGN-X, the follow-on to the Ticonderoga-class guided missile cruiser, also looks doomed. Building of the Burke-class guided missile destroyer will, instead, be extended for an undetermined number of additional ships with enhanced capabilities and major upgrades of onboard sensors and greatly increased electrical generation capabilities for new weapons and much more powerful radars. The Navy Program Executive Officers for the various new ship classes has been repeatedly shaken-up in the past several years, with multiple firings of high-level Navy and civilian personnel. Forty-five billion dollars for 108 P-8As seems increasingly undoable.

The other half of the P-8 plan to replace the P-3 is the Broad Area Maritime Surveillance Unmanned vehicle program. While the Navy has been struggling with this, too, for years, it looks like the RQ-4 Maritime Global Hawk UAV/UCAV will be chosen. At \$123M a copy (including development costs) it isn’t cheap, but it has many attractive features. One is the lower cost than the P-8. Another is not having to carry a crew for which the Navy has to pay a small fortune in training and support. Another is the ever greater capability of unmanned systems, which, like computers, double their capability for the same price every eighteen months. The RQ-4 can fly for 24 hours or more, affording unmatched persistent surveillance capability. Yet another is avoiding the loss of personnel in any combat situation – something an ever more militarily ignorant citizenry demands of its armed forces. Arming the RQ-4s becomes even more attractive when one considers as well the recent arrival of mini-sonobouys that may be dropped and monitored from the UCAV as well. .

The P-8 program is going to be scaled-back in favor of increasing the responsibility and perhaps the numbers of the BAMS program. The P-8s are to be based at two CONUS sites – NAS Whidbey Island, WA, and NAS Jacksonville, FL, plus a detachment at MCAS Kaneohe, Hawaii. The Pacific

and Atlantic wings will probably have a dozen P-8s each, with the Fleet Replacement Squadron at NAS Jacksonville signing for another 18 or so. That makes 42. The Hawaiian detachment may borrow from the Pacific wing, or may have as many as another six aircraft basically based at Kaneohe. That's 48. Add some wiggle room and as many as 60 P-8s may be built, although that's unlikely. That's all we'll have, plus as many RQ-4s as can be pried-away from the USAF.

One has to understand a little about anti-submarine warfare for this scenario to make sense. There are basically three kinds of ASW: detection, tracking, and localization/attack. Detection is done any number of ways. For the maritime patrol aircraft (MPA), it's usually done at altitude using sonobouys, either based upon intelligence or upon detection by some other asset. This is easy on the airframe because higher-level flight is usually smooth and more aggressive high-G maneuvers are rare. Passive tracking (using the target's noise and not generating any yourself) of a located target can also be relatively sedate and again, at a higher altitude. Things get hairy during localization for an attack. For this the P-3 uses active sonobouys that "ping" to provide a distance and bearing to the target, which now knows you are there and begins high-speed evasive maneuvering. The P-3 also uses magnetic anomaly detection (MAD) to provide an "on top" mark from the sub's steel hull. This is low-level, yanking and banking flight that puts the aircraft through a lot of relatively high-G stuff as a result of steep turns and low-level turbulence, which really wears on both the airframe and crew (see [Romancing Julie](#).) The Navy is trying to extend the life of its remaining p-3s as much as possible by minimizing low-altitude flight. One step has been to create a kit that turns the P-3's Mk 54 torpedo into a glide bomb that may be launched from altitude. The P-8 is being designed without MAD, a clear nod to minimizing low-altitude flight, both for airframe ease and limiting a target's chances of detecting a tracking airplane.

The Navy has funding for the first five P-8s. Three are for ground testing and two are to fly, the first in 2009. The P-3s are being re-winged, a plan to extend their airworthiness until replaced by the P-8 beginning in 2012/2013. What the MPA world will look like by then – not to mention the Navy and its budget – cannot yet be accurately foretold. All MPA flight may be transferred to UCAVs, as is the trend for all tactical flight in the US military. The Lockheed P-3 line has been reopened to provide new wings for the P-3 fleet. How long before someone at Lockheed pitches producing entirely new [Orion-21s](#), or even the P-7? Lockheed did so before it lost out to the Boeing version MMA. What is known is that we are entering as dangerous a period to our national security as any since the 1930s.

Our Update

I just wanted to bring everybody up to date on our plans, we both retired at the end of 2008 and looking forward to the future. We have explored the States of North and South Carolina, Georgia and Florida, looking for the right place to start our next life. We took a wrong turn past Valdosta, Georgia last week and ended up in Lake Park, Georgia. Went back for a second look and this is where we will probably rent for the first year to explore further. I didn't want to live in Florida and the wife did, so it's about as close to Florida as you can get and not live there (about five miles.) I will keep everybody posted on any changes as they happen.

Reunion Update

I know the market is down and times are tough right now, but the plans for the 2009 reunion are still on and we will party if we have 10 or 100 show up. I hope to get another newsletter out before the end of March, looking forward to seeing all those who attend the 2009 reunion.

TENTATIVE POD REUNION 2009

Thursday, April 16, 2009

Setup of Chief Val Ready Room, Quarter Deck, Pelican Shop, and Memorabilia Spaces in Suites ???.

1400 Hotel Check-in; www.innatsanignacio.com 1-888-450-5444

1700 First Grip & Grin (location to be announced) for early arrivals.

OFFICAL 2009 Green Valley REUNION Friday, April 17, 2009

1400 Hotel Check-in.

0800 Reunion check-in at the Quarter Deck (location to be announced,) pickup badges and information packets.

Bring in your memorabilia and place on tables provided in the Chief Val Ready room.

0800 - ??? Chief Val Ready Room

0800 Pelican (merchandise) Shop open till 1600 or as requested.

1600 Second Grip and Grin, meet new and old shipmates and plan the next couple day's activities (sighting, shopping, etc).

1800 Supper on your own.

Saturday, April 18, 2009

0800-0900 Business Meeting, all hands and spouses invited. (Location depends on number attending)

1000-1600 Chief Val Ready Room open, closes at 1600 due to banquet.

1700-1800 Cocktails at the American Legion Post 66. www.post66.org

1730 Group Photo

1800-1900 Buffet Dinner, Invocation by Chaplain Dick Nevela.

1915 Introductions; Drawing for door prizes, 50/50 raffle, and recognitions.

2000-2200 Dancing to DJ music.

2100-???? Chief Val Ready Room reopens for hail and farewells.

Sunday, April 19, 2009

0800 Free day to do as you wish.

1000 Form car pools, to various sites in the city and surrounding areas, if needed.

1000-1100 Pelican (merchandise) Shop open. Also opened as needed.

1200-???? Chief Val Ready Room open

1800 Supper on your own

Monday, April 20, 2009

Check out see you in 2010 at the next reunion-TBA.

Have a safe trip back home and hope you enjoyed your stay.

“Twenty years from now you will be more disappointed by the things you didn’t do than by the ones you did. So throw off the bowlines, sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.”

Mark Twain

Gene R. Toffolo, AX2 December 18, 1965-April 22, 1969, Crew Five & Seven

Sales Coordinator & Administrative Chief

Past Reunion Chairman 2007

4334 Downes Drive

Indianapolis, IN 46235-1144

(cell) 317 201-4261

(home) 317 897-4745

(email) genejanjay@aol.com "Primary"

(email) vp44paxmd@aol.com "Pelican Shop"

(email) toffolo4334@yahoo.com "Secondary"

(URL) www.vp44goldenpelicans.com



P5M

Marlin