

PELICAN POOP SHEET

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JANUARY 30,



I had the honor to take my father-in-law to his second Marine Corps Ball last year and once again he was the oldest Marine at the Indianapolis Ball. The program had a quote I wish to share with all of you:

A veteran ~ whether active duty, retired, national guard or reserve is someone who, at one point in his life, wrote a blank check payable to: "The United States of America," for an amount of "up to and including my life." That is a Honor, and there are way too many people in this country who no longer understand it.

Author Unknown

A special thanks to Mr. Stan Wetmore for the article below.

MARS SEAPLANES COULD RETURN HOME

Filed under: [Middle River, Md.](#) , [Jaime Malarkey](#) ,
[Museums](#)



(Glenn L. Martin Maryland Aviation Museum) Shown is one of the two remaining Martin Mars seaplanes, built in Middle River in the 1940s, which are up for auction. The Glenn L. Martin Maryland Aviation Museum hopes to buy the planes.

Dec 19, 2006 11:21 AM (326 days ago) by [Jaime Malarkey](#),
The Examiner

Middle River, Md. ([Map](#), [News](#)) - Getting paid to fly the Martin Mars? At 83, Ocean City resident Andy Serrell still marvels at the concept. Behind the controls of the seaplane, so big a mechanic could crawl through the wings to tinker midflight and more than 300 passengers once packed into the cabin for a record-breaking trip, Serrell is still the envy of his aviation club. "It rates number one because of the nostalgia," Serrell said. "It was amazing." Serrell proudly flew the last scheduled flight of a famed Martin Mars seaplane, a California-to-Hawaii trip at the end of the Korean War. Now, the last two remaining Mars seaplanes are on the auction block and supporters at the Glenn L. Martin Maryland Aviation Museum in Middle River, where the planes were built in the 1940s, are scrambling to come up with cash to bring a piece of history home. The availability of the planes surprised local aviation enthusiasts, who said they expected another decade to pass before the planes' current owner, TimberWest, a British

Columbia-based company that's been using the seaplanes to fight forest fires, retired them.

They got the news three weeks ago and this week launched a grass-roots campaign to raise as much money as possible by Jan. 31. The minimum scrap value alone is estimated between \$80,000 and \$100,000, and the trip back to Maryland could cost upward of another \$100,000, said Stan Piet, the museum's archives director.

Piet said TimberWest also will consider what bidders intend to do with the planes. That, he said, might give the museum an advantage. "We've got a better hope here," Piet said. "They would be on display for hundreds of thousands of people to see."

The acquisition of one of the planes — the largest seaplane ever to serve the military and the namesake of the locally owned Mars supermarket chain — would be a major attraction for the museum and a catalyst for its expansion, officials said. While not contributing financially, Baltimore County officials said the acquisition could bolster tourism in the Middle River area and are donating logistical support to help "get out the word."

"We all really have our fingers crossed because it would be a great coup for the museum and for the whole community," County Executive Jim Smith said.

jmalarkey@baltimoreexaminer.com from
http://www.examiner.com/a-464391~Mars_seaplanes_could_return_home.html

PBY MODEL WEBSITE

http://www.rcuniverse.com/magazine/article_display.cfm?article_id=961

PELICAN COMMITTEE

The following are on the 2009 reunion committee:

Ray Beck, Web master, 2005 Reunion Chairman, ATN2 1961-1964, ATC
USN (ret)

Ralph Cook, Public Relations, Past Association President, AMH2 1959-
1963

Les Dennis, Web Master (back-up), LT. 1960-1964

Al Hayes, Fishermen, AO2 1960-1964

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

Bob Minnerly, Words of wisdom guy, LT. 1958-1962

Andy Serrell, CO 1961-1963, Captain USN (ret)

Jeff Snavely, Treasurer, 2003 Reunion Chairman, AO2 1960-1964

Gene Toffolo, Sales & Personnel, 2007 Reunion Chairman, AX2 1965-1969, CUCM USNR (ret)

******(New Member) Brown Word, 1974-1977 and 1985-1988, Captain USN(ret). His claim to fame, as department head, he was instrumental in getting Skipper Stan Lichwalla to change from the golden pelican patch back to the cross hair one we all know from 1963-1984. He was also Skipper of VP-23, welcome to the Pelican Committee.

We are always looking for “active” members to join the committee and help with the upcoming reunions and future plans for the association. It doesn't pay anything, we are just trying to find fellow Shipmates and swap sea stories.

MINI REUNION 2008 INFORMATION

Jeff Snavely has the following information for the mini reunion *“planning on Pigeon Forge, Tenn. the second week of September, more to follow on hotels, RV sites and dates in the next newsletter.”* If anybody else is planning a mini reunion, let me know the details and I will post them in the next newsletter.

PELICAN SHOP UPDATE

If you haven't been to the Pelican Shop lately we added a few items and hope you buy and enjoy them. We now have Pelican and Marlin mouse pads and coffee mugs, plus new Air Crew wing hats in three styles, web back (blue), regular (blue) and white with a blue bill. The wings are on the front of the hat this time on all three styles. Also after many requests we have the Marlin golf shirts for sale. Ray Beck our web master has a link on the home page right on top so check us out at: www.goldenpelicans.com **Those of you with no email address I've enclosed a copy of the Pelican Shop items and will be glad to help you in any way I can. I have a picture of both mugs blown up so you can read the back side, and will do the same on any item you may want to get a better look at.**

DIFFERENT USE OF THE P2V -- CHECK OUT THESE WEB SITES

VO-67 <http://www.vo-67.org/>

VAH-21 (TRIM) - <http://www.vah21.org/>

USN Gunships - <http://www.vp44goldenpelicans.com/Navy%20Gunships.htm>

All of these links may be accessed from our Photo P2V Page -
<http://www.vp44goldenpelicans.com/photoP2V.htm>

USN PUTS NCOs IN PILOTS SEATS

Thanks to Captain Word Brown, USN(ret) for the below article: January 5, 2008: The U.S. Navy awarded wings to its first two non-officer pilots in over

sixty years. Faced with a growing shortage of pilots, the U.S. Navy has finally adopted a solution the U.S. Army implemented long ago; warrant officer pilots. The first fourteen navy warrant officer pilots were commissioned a year ago and sent off to flight school.

Noting over half a century of U.S. Army success with warrant officer program, the U.S. Navy decided to try it out, and called for enlisted volunteers two years ago. The navy warrant officer pilots will serve as flying officers in patrol, electronic warfare and helicopter aircraft. These pilots would remain pilots their entire careers. Commissioned officers are expected to move on to leadership positions. Traditionally, this often means spending some of your time flying a desk, instead of an aircraft. Many pilots don't like this, and the warrant officer program is, for them, an attractive option.

There's a sense of déjà vu with this. The navy had NCOs flying aircraft early in World War II. Ever since, there's been a controversy over whether all pilots (most of whom are highly trained warriors, not leaders, which is what officers are supposed to be) must be officers. At the start of World War II, the army air force (there was no separate air force yet) also had enlisted pilots. These men were NCOs ("flying sergeants") selected for their flying potential and trained to be pilots. Not leaders of pilots, but professional pilots of fighters, bombers and whatnot. Officers trained as pilots would also fly, but in addition they would provide the leadership for the sergeant pilots in the air and on the ground. As the Army Air Corps changed into the mighty Army Air Force (with 2.4 million personnel, and 80,000 aircraft, at its peak), its capable and persuasive commander (General Hap Arnold), insisted that all pilots be officers. Actually, he wanted them all to be college graduates as well, until it was pointed out that the pool of college graduates was too small to provide the 200,000 pilots the Army Air Force eventually trained. But Arnold forced the issue on only officers being pilots, and the navy had to go along to remain competitive in recruiting. When the air force split off from the army in 1947, the army went back to the original concept of "flying sergeants," by making most pilots Warrant Officers (a sort of super NCO rank for experienced troops who are expected to spend all their working their specialty, not being diverted into command or staff duties). Many air force pilots envied the army "flying Warrants" because the Warrant Officers just fly. That's what most pilots want to do, just fly an aircraft, not a desk. But a commissioned officer must take many non-flying assignments in order to become a "well rounded officer." Many navy and air force pilots don't want to be well rounded officers, they want to fly. So a lot of them quit the military go work for an airline. They often they stay in the reserve, and fly warplanes on weekends, and get paid for it. This is considered an excellent arrangement for the many pilots who take this route.

What the navy is trying to do, besides experiment with the old "*flying sergeants*" arrangement, is address a shortage of pilots for combat support aircraft. Fighters are the most attractive aircraft for military pilots, but far fewer qualified people want to do the more unexciting work of piloting patrol aircraft and helicopters. The navy is also confronted with the coming generation of robotic aircraft. These UAV (unmanned aerial vehicles) are usually controlled (when they are "flown" at all) from the ground. This job has been unattractive to pilots, and often NCOs are used (except by the air force, which has made some of its UAVs completely robotic so they could allow NCOs to push the buttons) to do this. Warrant Officers would be better suited to be career UAV operators.

The navy received 69 application, in 2006, for the 30 initial warrant officer positions. Only 42 of the applicants were found qualified, and 14 completed the initial training. The applicants had to be petty officers (E5-E7), have at least an associate's degree (two

years of college) and be under 27 years old. As it turned out, four of the 14 graduates already had civilian pilots licenses, and seven had served as enlisted aircrew. The next selection for this program will take place later this year.

From: Swnmct@aol.com
Date: Fri, 23 Nov 2007 10:39:16 -0500
Subject: P-3 Story passed on by a friend
To: tlbrown1@bigfoot.com; Dibs757@aol.com

THIS IS KERMIT - STORY

http://www.aoc.noaa.gov/article_Ocean_Winds_2007.htm

And then they went back to their rooms and changed their underwear.

Here's a tale from Kermit, a much-used Hurricane Hunter aircraft on a winter storm flight in the North Atlantic:

Earlier this year, Kermit experienced perhaps the most dangerous flight of its 31-year career. On February 9, the aircraft flew into an intense winter storm 500 miles east of Newfoundland. The mission was part of the Ocean Winds project, a study designed to test the accuracy of QuikSCAT satellite wind estimates in regions of high wind and heavy rain. Flying at 3,000 feet, the aircraft sampled the surface winds with its SFMR (Step Frequency Microwave Radiometer) and dropsondes. The flights were timed to coincide with an overhead pass of the QuikSCAT satellite, which also measured winds at the ocean surface. It was a bit of a rough ride, since the storm packed winds of 100-110 mph at flight level. Sea spray kicked up by the powerful winds reached all the way to flight level, coating the windshield with a thick white coating of salt. The windshield washer failed, leaving the windshield partially opaque. It was an unusually dry winter storm, and the rain showers needed to rinse the windshield clean were difficult to find.

After a successful 4-hour flight, the aircraft dropped its final dropsonde, and turned north to complete its final sampling run. Suddenly, crew members observed flames coming from the #3 engine, accompanied by an audible popping sound. "Fire on #3, flames, flames, flames!" came the cry over the on-board intercom system. The pilots and flight engineers immediately began an emergency shut down of the #3 engine.

As they worked to shut down the engine, the ominous call, "Fire on #4!" came over the intercom. The pilot immediately began an emergency shut down of the #4 engine. With both engines on the right wing now shut down, the pilot cautiously ramped up power on the two engines on the left wing, turned the aircraft towards home base in St. Johns, Newfoundland, and attempted to climb. However, the aircraft was not able to climb on just two engines, and the pilot was forced to begin a gradual descent to 2600 feet. The pilot notified the crew to review their ditching placards, and word was sent to air traffic control informing them of the emergency. Three tense minutes passed, as the crew attempted to figure out what had caused the multiple engine failures. Speculation centered on the unusually heavy accumulation of salt on the aircraft--but excessive salt had never been implicated in engine failures before.

Then, the words they all dreaded, "*Fire on #1!*" burst out over the intercom. The flight engineer immediately pulled the emergency shutdown handle for the #1 engine, and Kermit began a 700 foot per minute descent towards the turbulent sea below.

The crew donned survival suits as the pilot issued a Mayday distress call and prepared to ditch the aircraft. Beneath them, hurricane force winds blew over the night-shrouded North Atlantic waters. With waves easily reaching 20 feet, water temperatures near freezing, and 500 miles out at sea at night, prospects for survival were dim. Four minutes remained to restart one of the flamed-out engines, and the pilot called for an immediate restart of the #1 engine. As the flight engineer worked to comply, Kermit passed through a brief rain shower that washed considerable salt from the aircraft. The attempt to restart the #1 engine succeeded, and Kermit pulled out of its descent just 800 feet above the waves--one minute from impact.

The crew now worked to restart the failed #3 and #4 engines, while the plane slowly climbed away from the ocean surface. As they headed towards Newfoundland, the Canadian Air Force launched a search and rescue C-130 aircraft from Nova Scotia to intercept Kermit. Crews on the Hibernia and Terra Nova oil rigs located east of Newfoundland were alerted of the emergency, and stood by to help if necessary. Kermit's navigator continuously plotted vectors to the oil rigs as they flew home, in case a ditch near one of the rigs became necessary.

As they continued westward, the crew successfully restarted both the #3 and #4 engines, but at reduced power. Kermit climbed to a more comfortable altitude of 14,000 feet and made it uneventfully back to St. Johns. Fortunately, the engines were undamaged and perfectly operational after the salt was washed out, and the data collected during the mission was saved. According to the detailed NOAA Mishap Investigation Report posted on Chris Mooney's excellent blog, "Post flight inspection of engines revealed significant white build up on intakes, first stage compressors, and CIP probes of all four engines. Subjectively, the #2 engine appeared to be the worst coated of all engines. Aircraft fuselage and windows were also heavily coated." Salt build-up on the engines was determined to be the cause of the incident. The unusually dry nature of the storm prevented the salt from being washed off, and was probably part of the reason the engines failed on this flight, and not on previous flights.

I read the hurricane hunter story with interest. During my department head tour in -44, we were tasked to fly on a Canadian diesel 'O' boat off Nova Scotia. The sea state was as high as I had ever witnessed, causing us to accumulate salt spray at 8500 feet, and although not to the degree that the hurricane hunters were picking up at flight level altitudes (I'm assuming at least 18,000 feet), it was quite unusual to see it that high. I told the crew that I didn't care if the wings fell off, we weren't ditching into that sea. I, too, had trouble finding an appropriate rain shower to do much good.

The crew never complained about the ride. AMCS Paul Hohlstein, AWC Dave Bingham, ATC Larry Flynn, LT Walt Jackson, LT 'Bucky' Buchanan, AW3 Trey Thomas, AWAN Chris Morgan, LTJG Chuck Kirsten, Lt Pete Mateuse, AO2 Tony Novak, plus a couple of others who rotated onto the crew, constituted the best crew I ever flew with, and there were a bunch after three operational tours.

Captain Brown Word USN(ret)

MISSING SHIPMATES

I have no request for missing Shipmates this time around, with over 445 email addresses and 20 mailings I know somebody out there is seeking somebody? I can be your point of contact if you do not want your information printed in the newsletter. I still can't find time to get a roster with all the contact information I have in hard copy but will get it done before the year warms up for sure.

So called editor-in-chief,



Gene R. Toffolo VP-44 December 18, 1965-April 22, 1969, Crew Five & Six
Sales Director & Personnel Chief
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