

VP-4 Association Newsletter



October 2004

Newsletter No. 02-04

Editor's Corner

I will keep my comments to a minimum as space in this newsletter may go beyond my self-imposed four-page limit. It has been almost a year since our last reunion, my how time flies! Plans are under way for the next, which will be held in the Mid-Atlantic region. I know this next reunion will be just as successful as the last. Thanks to all who took the time to submit articles for this newsletter.

Bob McKee, VP-4 '61-63

A Word from the Chairman

Greetings Shipmates! Here we are, one year past the Las Vegas 2003 Reunion and less than a year from the Mid-Atlantic 2005 Reunion. As I write this, Bruce Worthington is finalizing the details for that event. Since we had so many requests for an east coast reunion, as well as, a summertime reunion, we decided to have one in 2005 rather than wait for 2006. Hopefully those of our WWII Veterans who have not yet been able to see the new memorial in their honor will be able to tie in that visit with this reunion event. Gloria and I are planning a weeklong tour of the Washington, DC area with the reunion so we can finally visit all of those sites. We're looking forward to seeing all of you again, and hopefully meeting with other members of VP-4 who haven't been able to attend previous VP-4 Reunions. I'd encourage all of you to contact former VP-4 shipmates and make sure they're aware of the 2005 event and that they contact Mike Richardson to make sure he has their address info etc. We look forward to having a well-attended reunion with lots of participation by those who can volunteer their time and talent to help ensure a fun time for all.

Steve "Andy" Andruszkewicz, Chairman 2003-2005, VP-4, '61-'63

VP-4 Association Officers (2003-2005)

Chairman:	Steve Andruszkewicz	(909) 591-2329	sgpa2zfmy@aol.com
Vice Chairman:	Bob Zafran	(408) 972-0269	vp4ever@att.net
Treasurer:	Barry Robinson	(423) 369-9686	BHRconsult@earthlink.net
Newsletter Editor:	Bob McKee	(480) 981-5778	rlmdl01@juno.com
Membership Secretary:	Bob Zafran	(408) 972-0269	vp4ever@att.net
VP4 Association Chaplin:	Mike Turkington	(805) 227-4509	turkaso@aol.com
Database Manager:	Michael Richardson	(505) 897-8508	michael@richardson.net
2005 Reunion Coordinator:	Bruce Worthington	(208) 265-2916	bjworth@sandpoint.net
Reunion Committee Chairman:	Bruce Worthington	(208) 265-2916	bjworth@sandpoint.net
VP-4 Association WebMaster:	Chad Derrington	(503) 356-9638	chad@vp4association.com
VP-4 Association PIO:	John Larson	(702) 361-4777	Johnlar1@cox.net

Note: *Several Association Officers are seeking volunteers to take over for the next term. Steve Andruszkewicz, Chairman 2003-2005, Barry Robinson, Treasurer and Bob McKee, Newsletter Editor has made it know that they will not serve another term.*

2005 Reunion Committee Chairman

I have directed Rommers Inc. to start negotiations for us in the Norfolk/Portsmouth area. I asked for 180 to 200 rooms, hope we can fill them. I also ask for free parking, an extra room as a hospitality suite and a one-night banquet room. I hope I covered everything. I have some letters from volunteers, if you know of any more pass them on. The ones I have are in Virginia, but I don't know if they are in the right area. They will be working on the months of July and August to hold the reunion. The week will have some bearing on the rate they can get so I told them we were open as to the week. I hope this meets with your approval. **Bruce Worthington, 303 Red Cedar Ln., Sand Point, ID 83864-6187, (208) 265-2916**

Database Manager

Ahoy shipmate's was already used, so I'll try "Avast Ye Swabbies!" I'm pleased to welcome new and returning members to the association. I'm also saddened to see that a few have left us. Fair winds and following seas my friends. I'm told the Chinese have a curse that goes something like, "May you live in interesting times." Well, for the past year, my life has been interesting to say the least. My wife & I have moved, adopted a child, fought with employers, sought out new employers and won a High School Robotics Competition. We've had to say goodbye to many friends and say hello to others. Life has been interesting to say the least. Hopefully, things are settling down for us so I can return to some semblance of normalcy. Membership is dropping off. Many of you, especially us "younger" members know former shipmates, crewmen, F.E's, mechanics and even Trons and Ordies who have not taken advantage of the camaraderie the VP4 Association has to offer. All of us should try to recruit at least one new member this year. You'd tell your friend about a great stock tip wouldn't you? In fact, the only conceivable reason not to invite an old shipmate is that he/she may remember what really happened on that detachment. Those whoppers you've been telling for years may be finally exposed! **Mike Richardson, VP-4,'85-'88**

Congratulations to Red Derosett



On July 28, 2004 at NAS Lemoore, CA, Red Derosett was awarded 4 DFC's and 21 Air Medals from service during WWII. One Air Medals is special, as none other than Admiral W.F. Halsey signed the original citation. Commander Kevin Green, Commanding Officer of Strike Fighter Squadron 151, presented the awards to Red. Steve Andruszkewicz, John Betts, Ning Foo (Dan) Lee and Bob Zafran attended the ceremony to celebrate with Red. The full text of the ceremony is too lengthy to include in the newsletter. Anyone that wants a printed copy of the award ceremony speech can send a SASE to the following address: Bob McKee, 6422 E. Elmwood St., Mesa, AZ 85205

Congratulations Red, these awards were long overdue!

Current Events

Boeing's (BA) big victory - a contract to modernize the U.S. Navy's fleet of flying submarine chasers - partly redeems two milestone Pentagon setbacks the aerospace giant has endured. The Navy on Monday awarded Boeing the first \$3.9 billion chunk of what could be a \$44 billion deal to transform the 737 jetliner into a replacement for aging Lockheed P-3 prop airplanes used to track submarines. Boeing beat out Lockheed Martin (LMT), which proposed updating the P-3, for one of the biggest military contracts of the year: 108 new "multi-mission maritime aircraft." Lockheed and Boeing ran neck and neck on technical merits, said John Young, assistant secretary of the Navy, at a press conference. Lockheed argued that an updated version of the propeller-driven P-3, called the Orion 21, could fly 1,200 miles out to sea, and go slow and low when tracking a submarine target much more efficiently than a converted 737 powered by two jet engines. By purposefully shutting down one of its four prop engines, the Orion 21 could safely track a target as long as 7 hours, says Lockheed spokesman Peter Simmons. Boeing countered that a 737 could fly to and from the mission 31% faster than the Orion 21, and take advantage of widely available parts and maintenance services in place to support 737 passenger jets, says Ray Figueras, Boeing product support manager, and a former P-3 pilot. Boeing's suggestion that it could quickly ramp up production by running a military aircraft assembly line parallel to already running commercial lines "helped tip the scales" in its favor. **John Larson, VP-4, '74-'77**

Current VP News

The following article talks about the mission of the VP squadrons over Afghanistan. VP-4 might be involved in this when they are on deployment. VP-4 might be deployed out of Misawa Japan in the future. **John Larson, VP-4, '74-'77**

P-3 Orions get rare land patrol in Afghanistan.

By Jennifer H. Svan, Stars and Stripes Pacific edition,
Sunday, September 5, 2004, Courtesy of U.S. Navy

MISAWA NAVAL AIR FACILITY, Japan - Ten sailors from this northern Japan base returned in late August from a four-month deployment in landlocked Afghanistan, where they slept in tents and battled sandstorms and dry heat with soldiers, Marines, airmen and coalition forces. Though welcomed by the other services, the sailors couldn't avoid the obvious question:

"There's no water here. What are you guys doing here?" Since the Sept. 11, 2001, terror attacks, members of Misawa's Fleet Maritime Patrol Mobile Operational Control Center-Western Pacific and the P-3 Orion planes they support, have been moving farther from water as their mission grows. Once a stalwart submarine hunter, the P-3 maritime patrol aircraft is taking on new roles, said Lt. j.g. Kevin Harrington, officer-in-charge of Misawa's mobile operational control center. The P-3 Orions flying over Afghanistan represent the most-inland missions of maritime patrol aircraft since World War II, Harrington said. "Maritime patrol aircraft have expanded their role to support the global war on terrorism," he said. At home, sailors with Misawa's operational control center support P-3 squadrons from the United States who deploy to Misawa on six-month rotations. They also support P-3s in distant locations, including Kuwait and the Philippines. In Afghanistan, the Misawa sailors set up a remote tactical support center for the P-3 Orions at a joint Air Force-Army base in Kandahar. They worked 12- to 15-hour days, seven days a week, setting up shop in what's locally known as the Taliban's "Last Stand Building" - a structure blown apart during fierce fighting after Sept. 11 by a U.S. Air Force Joint Direct Attack Munitions and patched up by the Army. The sailors' job was to provide the P-3 aircrews with communications, command, control, computer and intelligence support, Harrington said. "Any type of connectivity between ground and air assets," said Petty Officer 1st Class James Cox, an aviation warfare systems operator. The sailors could not disclose how many P-3 Orions they supported, nor where those planes were assigned, due to the nature of the ongoing mission. The aircraft were supporting Marine and Army ground forces, Harrington said. The Honolulu Star-Bulletin sheds some light on the P-3 Orion mission in Afghanistan, reporting that since Sept. 11, the aircraft have been used to gather intelligence and provide surveillance and reconnaissance for commanders in the Arabian Sea and on the ground in Afghanistan. The equipment on board the four-engine, turboprop planes, the newspaper says, can help troops on the ground gain situational awareness by transmitting digital images and verbal or e-mail messages to commanders by satellite. The Misawa sailors, with their expertise and 18,000 pounds of electronic and communications equipment, ensured the P-3 crews were able to perform their jobs adequately and safely. They conducted flight-safety briefings and debriefings, among other tasks, and made sure the crews checked in hourly, said Petty Officer 1st Class Kyle Wilkinson, aviation warfare systems operator. "We keep track of them hourly or sometimes less, depending on how hostile the environment is," he said. Added Cox: "If something happened to the aircraft, we know where they're at" to alert search-and-rescue teams. Most challenging during the mission was maintaining the equipment in the hot and dusty environment, the sailors said. They built makeshift shade for outdoor gear and constantly cleaned it. "The sky was orange and it was all dust," Cox said. Though the deployment was mostly work, there was some excitement away from the job. Wilkinson found a viper coiled in his tent, Harrington got his photo snapped with Fox News personality Geraldo Rivera and Cox remembers nearly dropping his boxed dinner when 120 mm rocket flares were set off to illuminate an area outside the base perimeter. There also were serious, somber moments: On Memorial Day, the sailors and other service members at Kandahar remembered five soldiers attached to a unit there who were killed the day prior. "Those types of things really drove home why we were there," to fight the war on terrorism, Harrington said.

Past VP4 Activity

Here is a story that was taken from the 1977 VP-4 cruise book.

VP-4 sprinters trace the 64-mile Bataan Death March route. The time: May 1942. The place: The town of Mariveles located on the southern tip of the Bataan Peninsula. It was in this small fishing village where the Filipino and American survivors of the Japanese siege on Bataan and Corregidor were put ashore to begin a 64-mile march northward to prisoner of war camps. This march, which resulted in the deaths of thousands of the troops, became known as the Bataan Death March. The time: Some thirty-five years later. The place: The town of Mariveles. On the morning of Sept 5, 1977, members of Patrol Squadron Four (VP-4) at the Naval Air Station, Cubi Pt, began a 64-mile relay run over the Death March route. VP-4 skipper, CDR Ted Rogers, Jr. led 25 runners on the 7hr and 24-minute trip, which was run in commemoration of the thousands who died in the Death March. Several squadron members ran quite a bit more than the three and four mile legs negotiated by most of the participants. CDR Jim Gompper led this group with 13.8 miles, followed by the flight surgeon, DR. LT Anne Dibala who finished with 11.1 miles. Master Chief Jack Cargal was not to be outdone entirely and ran 10.8 miles of the 64 miles. After passing through Mariveles, the runners followed the coastal road to Cabcaban, then along the foothills of the Bataan mountain range and through the towns of Lamao, Limay and Orion. Coming out of the mountains they passed the towns of Balonga, Abucay, Samal, Orani and the coastal plain towns of Prado, Santa Cruz and Santa Maria finishing at the railroad station in San Fernando. Other VP-4 members who did not actually run helped by manning strategic points to guide the runners on the proper route and providing water, sponges and performing timekeeping duties. I posted this information on the survivors website a while ago. I got a nice email back from the group, thanking us younger vets for taking the time and effort to honor the Bataan Death March survivors.

John Larson, VP-4, '74-'77

VP-4 Shipmate Memorial's

<u>Name</u>	<u>Served VP4</u>	<u>Passed Away</u>
Armitage, Matt	'58 - '59	August 1, 2003
Dittoe, James W.	'47 - '48	January 2003
Greenwalt, Russell S.	'47 - '51	2001

Sills, Milton D.

'57 – 58

March 27, 2003

I wanted to let you know that Milton D. Sills, passed away on March 27, 2003. Milton was a Ltjg on a P2V crew in Okinawa, 1957-1958. On returning home, he worked for Boeing, Wichita and McDonell-Douglas, St. Louis for 4-5 years, then went to Cessna Aircraft as an Experimental Test Pilot and was Sr.VP of Product Engineering when he retired after 35 years in 2001. At Cessna he was known as "Mr. Citation" because he had flown the first test flight on the original Citation and was deeply involved in the design and development of every Citation model, including the Citation X. He was doing consultant work for Bell Helicopter in Ft. Worth when he became ill with cancer. He is missed deeply by me, his wife, and his family and friends. Thank you very much. Sincerely, Betty Sills

P2V Crew Lost in Vietnam found.

Missing Navy Crewmembers Found and Identified. May 27, 2003

The remains of nine U.S. Navy crewmembers, missing in action from the Vietnam War, have been identified and their remains are being returned to their families for burial. The nine are identified as Cmdr. Delbert A. Olson, Casselton, N.D.; Ltjg's Denis L. Anderson, Hope, Kan.; Arthur C. Buck, Sandusky, Ohio; and Philip P. Stevens, Twin Lake, Mich.; Petty Officers 2nd class Richard M. Mancini, Amsterdam, N.Y.; Michael L. Roberts, Purvis, Miss., Donald N. Thoresen and Kenneth H. Widon, Detroit and Petty Officer 3rd class Gale R. Siow, Huntington Park, Calif. A group burial will be held at Arlington National Cemetery on June 18, 2003. The nine departed Nakhon Phanom Royal Thai Air Force Base on Jan.11, 1968 onboard a Navy OP-2E Neptune aircraft for a mission over Laos to drop sensors, which detected enemy movements. During its last radio contact, the crew reported they were descending through dense clouds. When they did not return to their home base, a search was initiated but found no evidence of a crash. Two weeks later, an Air Force aircrew photographed what appeared to be the crash site, but enemy activity in the area prevented a recovery operation. Between 1993 and 2002, six U.S.-Lao investigation teams led by the Joint Task Force Full Accounting interviewed villagers in the surrounding area, gathered aircraft debris and surveyed the purported crash site scattered on two ledges of Phou Louang Mountain in Khammouan Province. During a 1996 visit, team members also recovered identification cards for several crewmembers, as well as human remains. Full-scale recovery missions by the U.S. Army Central Identification Laboratory Hawaii (CILHI) in both 2001 and 2002 yielded additional remains, as well as identification of other crewmembers. More than 1,900 Americans are missing in action from the Vietnam War, with another 86,000 MIA from the Cold War, the Korean War and WWII. **Bob Zafran, VP-4, '59-62, '71-74**

Lost crew heading home after 42 years in icy grave

August 19, 2004

Lost crew heading home after 42 years in icy grave. Cmdr. Charles Huff, chief aviation mishap investigator for the Navy Safety Center, inspects the wreckage of the ill-fated Lima Alpha Nine, a Navy P-2V Neptune aircraft that crashed in Greenland in 1962. After 42 years and two recovery efforts, the remains of a P-2V Neptune crew that crashed in Greenland in 1962 are finally on their way home. Headed by a Norfolk fighter pilot, a team of 16 people and two dogs spent 10 days on the Kronborg glacier searching for the crew of the ill-fated plane known as Lima Alpha Nine. Navy spokesmen said casualty assistance officers would notify the crewmembers' families about the results of the mission. Sparks said he hopes to talk to surviving family members directly to describe what they found on the glacier. And he hopes to usher the remains through analysis faster than usual. **Bob Zafran, VP-4, '59-62, '71-74**

Association Membership

The VP-4 Association was formed to promulgate the history, culture, experiences, and comradely of VP-4 veterans. Funding for Association newsletters, reunion announcements, www.vp4association.com, and miscellaneous expenses is derived from profits from past reunions and membership dues, the latter being our prime source of funds. We now have over 1200 valid names/addresses and over 2000 VP-4 veterans names on our rolls. Assembling periodic newsletters and reunion announcements is expensive, but is necessary to keep the VP-4 Association viable and allowing us to continue to bring shipmates, their families, and friends together to share those fond memories of our service in the best patrol squadron ever! We occasionally are able to get part or the entire newsletter sponsored as we did in our last issue, but we can't depend on that way to fund it. **Bob Zafran, 2003-2005 Vice-Chairman**

YOUR paid membership makes OUR Association happen... your dues, \$10 per year and \$100 LIFETIME membership will keep those newsletters and reunion announcements, and soon to be expanded VP-4 Website Forum coming your way!! Our \$100 LIFETIME membership makes is simple and keeps you continually 'in the loop'. Fill out the VP-4 Association membership section that follows and send it in along with your annual dues or LIFETIME membership today!!!

VP4Ever... Bob Zafran

VP-4 Association
Mike Richardson
3928 Trailing Place NW
Albuquerque, NM 87114