



PATRON SIX

BLUE SHARKS ASSOCIATION

ESTABLISHED 22 OCTOBER 2003



"SUBCONSCIOUS" (1924 - 1993)

Volume 1 Issue 3
June 30, 2013

"Flight" to "ALL Stations"

Newsletter President's Opening

Alooooooha BLUE SHARKS,

Did you know you have a new association president? Yup, I didn't ask for it. I didn't seek it. I didn't even know there was a vacancy. I went to the association business meeting, as I always do at our reunions, and BAM POW- I was nominated and voted in. Then, I was asked if I would be available to do it. Somehow, it sounds like Wally had fingerprints on this. BALUT wasn't there, and Mosk was underway, sooooo- ah ha, Billy Leon was there, BDB, Cheep, Moose and Django were there and maybe some others were in on it, too. ("They can't do that to our pledges, only we can do that to our pledges!") Well, I knew I would need to consult my CinC-HOME. And guess what, she was as surprised as I was? And she said, okay.

So here is a little more about your newest PATRON SIX BLUE SHARKS ASSOCIATION President. I was a BLUE SHARK in the 1980s (1983-1987). I was there with the following BLUE SHARK squadron skippers: Bob Miles, Joe Sikes, Leon Tempel, and Gary B. James. Wally Massenburg was my last BLUE SHARK XO and Dave Nelson was a Department Head while I was there. I was there for the infamous "two turning and two burning" flight in January 1988. In fact, I pre-flighted that bird as the Ready Two crew, We ended up taking the Ready One bird on our Ready Two launch only to return, through that

Publication date June 30, 2013

Page 1 of 19

horrendous North Pacific winter low pressure front, with no EDCs (i.e. no pressurization and no heat). Well, I retired from our Navy last summer, after 31 great years, the best of which were in PATRON SIX, the WORLD FAMOUS BLUE SHARKS. Now, 'World Famous' because of many folks that were BLUE SHARKS long before me. I have had the distinct pleasure to meet many of our earlier SHIPMATES and their wives at past reunions.

We just had our most recent and very successful BLUE SHARK reunion in Pensacola. I live in Pensacola and have been on that base and in the museum frequently. I saw many things there, that I had not seen before. I crawled into a P2V-5, like my father flew in the 1940s and 1950s, and a P-3A that once wore BLUE SHARK colors. I saw the inside of the Chevalier Field Aircrewman "A" Schools for ATC, AD, AM and AO rates. I did a tour of the National Flight Academy. WOW, what a super experience that was! I went to a Blue Wahoos AA minor league baseball game (Wahoos won in the 10th inning!). I even won a prize at the reunion raffle event! As always there were some very nice items at the raffle, many were hand-made by our members. Thanks to Janice Ellis, Mark Stephenson and all their helpers for a super raffle event.

Continuing Board of Directors members are: the Vice President is Terry Snyder, with Bo Miller as Treasurer, and Seibert Murphy as Secretary. Steve Ellis has volunteered to be the overall Reunion Chairman, with Dave Masters and Bill Mosk (working for Steve) as our Fall 2014 San Diego, CA Reunion Coordinators. Our Murfreesborough, TN (Spring 2016), Joe Little and Leon Tempel, and Denver, CO (Fall 2017) Reunion Coordinator, Don Bailey and another yet to be named volunteer, will also work for Steve. Hector Torres is our new Newsletter (SUBCONSCIOUS) Editor, Red O'Laughlin Historian, and Randy Silbaugh is our new Webmaster (Board of Directors member). Special thanks to Steve Ellis (Pensacola Reunion Chairman/Former Association President), Janis Ellis (Raffle Chairman), Mark Stephenson (Special Projects/ Raffle Assistant), and everyone who contributed for the very successful Pensacola reunion. Our thanks go to Larry St. Pierre (former Association President) and outgoing Webmaster Harry Mann for their hard work for our association. Special thanks to Dave Masters, a former association President, who has successfully brought several different BLUE SHARK organizations together into this one group!

I have several projects in work:

My FIRST project was to relaunch "Subconscious," our annual newsletter that will now be issued quarterly. Here it is. I hope you like it. I encourage you to contribute to our BLUE SHARK HISTORY, BLUE SHARK TAILS- "There I was....!", FEATURED PHOTOS OF THE QUARTER, and comment on our SHIPS' STORE REPORT columns. Please give us your feedback to Hector Torres, your Newsletter Editor.

My SECOND project is to update/amend our ASSOCIATION By-Laws.

My THIRD project is to stand up our new website. This will be a very powerful tool; for all of us!

My FOURTH project is to update and consolidate our membership and dues rolls.

My FINAL project is to engage each of you to join, participate, and give us feedback on everything related to your ASSOCIATION.

I am honored to serve as your PATRON SIX BLUE SHARK ASSOCIATION President. I plan to piggyback on the great job Dave Masters, Bob Burroughs, Frank Lueder, Bob Dell, Harry Mann, Bill Day, Steve Ellis, and so many others have already done. But, I need your help! Some of you have come forward with some great new ideas, better ways to do things, and/or just thoughts pertaining to our

Publication date June 30, 2013

Page 2 of 19

association. If you have an idea or an improvement for our association, or you would like to do something (a project), or contribute some of your time on behalf of our association, please contact me or any one of the Board of Directors or Association officers. We are open to all new ideas. With your help we will make our ASSOCIATION better than ever! Remember, your PATRON SIX BLUE SHARKS ASSOCIATION belongs to ALL of us!

Hank Herbig (President)

ALL Engines Ahead FULL

Hello Fellow Blue Sharks:

Our 2013 reunion in Pensacola was a raging success. We had over 80 Blue Sharks from various time eras attending, of the biggest reunions to date. It was nice getting to talk to the P-2 folks and endure their relentless ribbings about how we had pressurized aircraft and a lot more room to move around. After an inside look at the P-2 on display at the Naval Air Museum I would have to agree with them. But fear not fellow P-3 fliers, with the introduction of the new P-8 Poseidon, we will soon have our turn at it with such remarks as "Back in my day we use Props and 4 of them to boot, where's your other 2 engines?"

Vito Stephenson left the reunion numb and in shock after I revealed to him a secret I had kept for years, that I used to be a cook. Thank you Vito for all the inflight meals you cooked and served while we were on deployments. I do believe one of the requirements to become an AO is to learn how to cook in flight meals. Highlights of the reunion for me were a trip to the Pensacola Blue Marlins baseball game (I hardly dropped off my luggage in my room and we were gone), Naval Aircrew Candidate School, the Naval Air Museum, and especially the National Flight Academy across from the museum. Wow!! Of course reuniting with old friends and trading sea stories with them and others was fun, especially when Billy Leon Temple was within ear shot and would declare "I don't want to know about that." He had his share of stories too though. All in all a great time was had by all.

I want to give Steve Ellis a big Bravo Zulu for all he has done not only for this reunion but the previous reunions as well. Without Steve these reunions wouldn't have been as successful nor run as smooth as they have.

If you haven't attended a reunion yet, please add it to your bucket list, you'll come back for more as I did after my very first one in Hawaii. The camaraderie is unsurpassed and the experience will be a memorable one. Our Next reunion will be in San Diego, 18-20 September 2014. Updates will be available at our Facebook VP-6 Website and our new Website as well as E-mails if you prefer.

In closing, I would like to say it really has been an honor to have served and fly with the best of the best. But the biggest honor is knowing that I was and still am a World Famous Blue Shark. God Bless you all and I hope to see you at our next reunion.

Yours Very Truly,
Terry Snyder AW1 USN Ret

Patron Six Vice President
Served in VP-6 1982-1987

Terry Snyder (Vice President)

FROM the Editors' Desk:

On behalf of the entire association, I would like to take personally thank each and every one of for making the Pensacola reunion such as memorable event for all.

The scheduled events were very enjoyable. Our visit to the Naval Air Schools Command gave us all the clear vision of our legacy's future demonstrated by our young Sailors and Marines as we remain on the cutting edge of naval aviation.

We all were very pleased with the turnout of "Blue Sharks," and the willingness to assist with Association involvement. One of our goals is to expand our membership. I encourage the membership get the word out anyway you can to fellow "Blue Sharks" and their families in effort to increase our attendance for the San Diego reunion.

We owe a special **BRAVO ZULU** to Steve and Janice Ellis for their selfish less dedication and coordination efforts in hosting the Pensacola reunion.

Steve, You and your wife have been instrumental in coordination efforts of the last 7 or so reunions and I sincerely applaud all your efforts! Thank you.

I would also like to extend my appreciation with a **SPECIAL THANKS to the BOARD MEMBERS and other MEMBERS**, for their dedication and contributions in making the Pensacola reunion such a success.

Hector Torres (Newsletter Editor)

Business Meeting Notes

Minutes VP-6 Business Meeting 17MAY13

Attendees:

- See attachment

Date: 5/17/13

1. Terry Snyder (acting president) opened the meeting with the pledge of allegiance.
2. Shipmate memorial.
3. A quorum was confirmed. Presentation by Dave Masters about the reunion program.
4. Bo Miller presented the Financials report.
5. Website report (Randy Silbaugh). Randy had some great new ideas for an upgraded more user-friendly version for our website and will work on that.
6. Election results are:

new Board of Directors members:

- a. President, Hank Herbig
- b. Vice President, Terry Snyder
- c. Secretary, Seibert Murphy
- d. Treasurer, Bo Miller
- e. Webmaster, Randy Silbaugh

Publication date June 30, 2013

Page 4 of 19

and other member Volunteers:

- f. San Diego Reunion Coordinator, Bill Mosk & Dave Masters
 - g. Newsletter Editor, Hector Torres
 - h. Special Projects, Mark Stephenson
7. Discussion of next reunion site and date. The month for the next reunion is September 2014, the actual days will be confirmed by Dave. It was decided that the next meeting will be held in San Diego (western region). A question that has to be resolved is the periodicity of the meetings after the San Diego meeting. The board agreed to the following order of future meetings:
- a. San Diego, CA (2014), Bill Mosk 1st coordinator, Dave Masters will be 2nd coordinator
 - b. Murfreesboro, TN (2016), Joe Little will be 1st (onsite) coordinator, Leon Tempel will be 2nd coordinator
 - c. Denver, CO (2017), Don Bailey volunteered to be 1st coordinator
 - d. Other possible locations in the pool included: Phoenix, Las Vegas, Dallas/Ft. Worth, Branson, Reno, Whidby, Key West, Corpus, Key West, New Orleans, San Francisco Bay Area (Alameda)/ USS Hornet, Point Mugu, and Cubi Pt., PI.
8. Other/Open/New Discussion
- a. There is a question about what's the best database for member information. The discussion included checking the membership roster against those using Facebook, MyFamily, and/or PATRON Six website. The goal is to create a single comprehensive roster that we can incorporate into a new database.
 - b. Discussion of new items for the ship's store, centered on expanding the base line of products beyond the current selection (patches).
 - c. There was also discussion of expanding the use of electronic communications for exchanging information. The system should be designed to use the new membership database.
9. Action Items
- a. Confirm San Diego meeting dates, venue and schedule
 - b. Decide on the periodicity of future reunions, we need a plan for the next 4 years.
 - c. Update the membership database
 - d. Start the new website within four months

Develop a plan for regular (monthly) updates to the membership, for example via Facebook, and/or other social media tool.

Seibert Murphy (Secretary)

Treasurers' Report

Greetings Blue Sharks.

It was good to see so many people at the reunion last month. I know Lou Ann and I had a great time visiting with everyone and seeing the changes that have happened in Pensacola. I hope to see even more past squadron mates in San Diego in 2014.

About our financial situation. We are healthy and we will stay that way with your support. We currently have \$8637.08 in the bank after all expenses for the Pensacola reunion were paid. We collected \$580 from the auction on the night of the banquet and had another \$425 in Ship Store sales at the reunion. Total cost for the reunion was \$7752.73 which included the tour bus, hospitality room and supplies. Reunion fees collected from those who attended covered the majority of the cost.

Publication date June 30, 2013

Page 5 of 19

I'm looking forward to the new Website going live here in a few weeks. Once that happens, all new memberships, annual dues, and event registration fees will be collected through the website. This means you'll be able to pay online with a credit card instead of mailing a check to me or the reunion coordinator. It also means that if you are an annual dues paying member, you will receive e-mail notification when it's time to renew your membership. I think it will be a bit longer before we can get the ships store online, but that will be a goal for the future.

Hope everyone has a great summer.

Bo Miller, Treasurer

Bo Miller (Treasurer)

New Website

Ahoy Blue Sharks!

It's time to roll out the new and improved VP6 Website!

So put on your readers, bifocals, trifocals or just grab one of those smart ass grand kids of yours and have them do your dirty work :)

All you gotta do is go to:

www.VP-6.org

All current members will be receiving a welcome aboard e-mail in the next couple of weeks. In this e-mail will be your user-name and a temporary password for the new website. Once you receive this, go to the home page and log in then click on "profile"; we need you to update your contact info and change your password.

1. Login with your user name and password
2. To update your profile, click on Profile (located top right next to Welcome "Your name")
3. Under Personal Info click on what you want to update.
 4. Click on Contact Info to update name, address, phone, spousal info etc.
 5. Click save at the bottom when done.
 6. You can update any other info in this same manner.

The new website will feature:

1. New member sign up and renewal of your association dues These can be paid for online using a credit card or you can print out the application and mail it in.
2. Online Reunion registration
3. VP-6 mail server / forum
4. Picture hosting - upload your personal squadron pictures or send event , squadron or deployment pictures to xxxx.gmail.com for our photo coordinator to upload them.

Publication date June 30, 2013

Page 6 of 19

More to come - check out the new website. We will be updating it with the content from the old website partonsix.com info and adding material as we get it. If you have something to contribute, contact our webmaster .

Randy Silbaugh (Webmaster)

Ships' Store Report

At this time, we do not have a Ships Store Inventory Report. This is due to our inventory being in transit back to our Quartermaster, Stuart "WOODY" Woodward. Woody was not able to be at the Pensacola Reunion, but arranged to send the Ships' Store Inventory to the reunion. His inventory report will be included in next quarters' Newsletter, "Subconscious."

Present Inventory:

TBA- in the next Newsletter Issue

What items would YOU like to see in our Ships' Store Inventory?

Stuart "Woody" Woodward (Quartermaster)

San Diego Reunion - Fall 2014

San Diego Reunion

Although, planning is underway to secure rooms, prices and contract, etc. with the Courtyard by Marriott at the Airport/Liberty Station nothing has been firmed up yet.

The dates as selected by the Association is September 18, 19 and 20, 2014 for your personal advanced scheduling.

Point of Contact for information as it develops, Diana & Dave Masters, E-mail: seniorgolfer@ymail.com, Phone: 949.587.1087

More to follow on our website as soon as it develops.

Dave Masters & Bill Mosk (San Diego Reunion Coordinators)

Blue Sharks- History

The First VP-6

29 May 1924: VP-6 was established on paper and was scheduled for establishment using naval station assets (two F-5L sea- planes) at NAS Hampton Roads, Va. Prior to the designation of patrol squadrons,

Publication date June 30, 2013

Page 7 of 19

each naval station had maintained a small section of flying boats and float planes. These aircraft, pilots and support personnel formed the cadre of the first true patrol squadrons in the Navy.

The Second VP-6

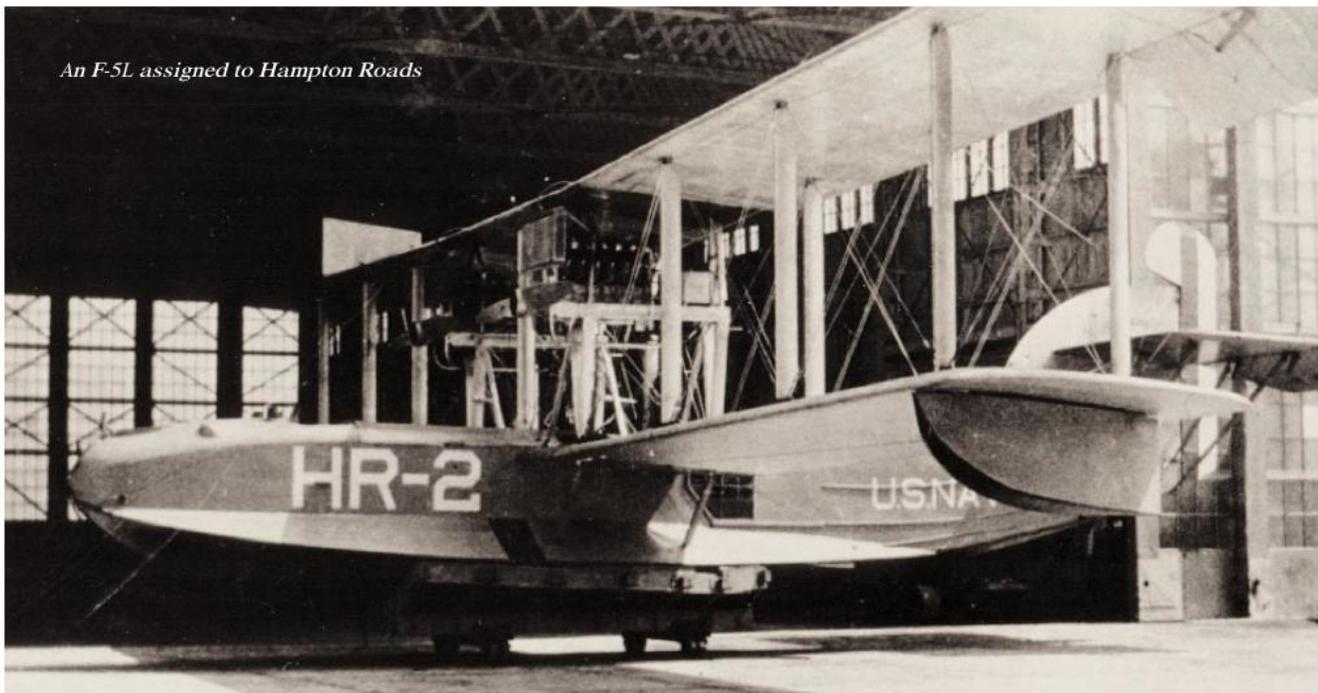
1 July 1927: VT19D14 was redesignated VT-6D14.

1 April 1931: VT6D14 was redesignated VP-6B.

17 July 1933: VP-6B was redesignated VP-6F.

1 October 1937: VP-6F was redesignated VP-6.

1 July 1939: VP-6 was redesignated VP-23.



U. S. Navy F-5L Flying Boat at NAS Hampton roads in 1924

The Third VP-6

Established as Bombing Squadron ONE HUNDRED FORTY-SIX (VB-146) on 15 July 1943.

Redesignated Patrol Bombing Squadron ONE HUNDRED FORTY-SIX (VPB-146) on 1 October 1944.

Redesignated Patrol Squadron ONE HUNDRED FORTY-SIX (VP-146) on 15 May 1946.

Redesignated Medium Patrol Squadron (Landplane) SIX (VP-ML-6) on 15 November 1946.

Publication date June 30, 2013

Page 8 of 19

Redesignated Patrol Squadron SIX (VP-6) on 1 September 1948, the third squadron to be assigned the VP-6 designation.

VP-6 was disestablished on 31 May 1993.

There is no record of an approved insignia for VB-146, VPB-146 or VP-146.

The squadron's first insignia was developed from a design prepared by Bradley Kelly of King Features Syndicate. It was approved by the CNO on 3 June 1947. Since the squadron had transitioned from the PV-2 Harpoon to the P2V-1 Neptune, the design featured the Neptune aircraft straddled by the cartoon character Popeye, holding an aircraft rocket and a 50-caliber machine gun while flying above the silhouette of a submarine. Colors: inner circle, yellow; outer circle, orange; lettering, yellow; plane, blue; star on plane, white with red and white stripe; rocket, white with red head; machine gun, black with red flame and white smoke; submarine, black; Popeye, blue sailor pants with yellow belt, black blouse with yellow buttons, red and black collar and blue cuffs and a white cape; pipe, red. This insignia was used by VP-ML-6 only.

The squadron's second insignia was derived from the name "Blue Sharks" based on a 1950 Colliers magazine article titled "Blue Sharks Off the Red Coastline." The article described the squadron's operations off the enemy coast during the Korean War. The shark, "Mano" in Hawaiian, is regarded as a fierce warrior and hunter. It patrols the ocean, searching for prey and protecting its territory. The insignia portrayed a blue shark, arching over a splash in the sea where ordnance had obviously just been dropped. The squadron designation was inside scrollwork at the bottom of the circular patch. Colors: shark, blue with white highlighting; background, white; left quadrant of patch blue with white stars; water blue, with white splash from dropped depth charge; scroll at bottom, blue with orange letters and piping. The insignia was approved with modifications by the CNO on 7 October 1952. A "streamlined" design without any significant changes was submitted to the CNO a decade later and was approved as the new official insignia on 26 December 1962.

Nickname: Blue Sharks, 1950–1993.



This insignia is the more formal design of Popeye and the P2V.



Popeye astride a P2V was the squadron's first approved insignia. This design is the hand drawn one submitted for approval by CNO.



This is the squadron's modified shark insignia approved by CNO in 1962.

Chronology of Significant Events

15 Jul 1943: VB-146 established at NAS Whidbey Island, Wash. The squadron was assigned to fly the PV-1 **Ventura**. On 5 December 1943, the squadron moved to NAS Alameda, Calif., for final training prior to combat deployment. On 22 December all squadron aircraft, equipment and personnel were embarked aboard Coral Sea (CVE 57) for conveyance to NAS Kaneohe, Hawaii.

29 Aug 1943: Lieutenant Commander Ralph R. Beacham and his crew of five were lost between Bellingham and Everett, Wash., in inclement weather during a routine instrument training flight in a PV-1 (BuNo. 34637). A search for the aircraft was begun when it became overdue, but the dense tree cover in the mountains and poor visibility due to bad weather conditions prevented the search teams from finding the aircraft or crew.

28 Dec 1943: VB-146 commenced combat training while conducting actual wartime patrols off the coasts of the Hawaiian islands, convoy patrol duties in the Central Pacific and advanced base patrols from Midway and Johnston Island.

9 Apr 1944: VB-146 aircrews received training in air-to-ground rocket firing and advanced ASW techniques.

8 Jun 1944: The squadron was deployed to the South Pacific area of the Admiralty Islands, conducting combat operations from Palmyra, Canton, Funafuti, Espiritu Santo and Pityilu. On 24 June, while based at Pityilu Island, the squadron was placed under Task Force 70.2 for operational control.

19 Oct 1944: VPB-146 deployed to Morotoi to conduct sector searches and strikes on Japanese shipping.

1 Dec 1944: VPB-146 deployed to Mokerang airdrome, Los Negros Island. Duties included 800-mile search sectors, ASW patrol and antishipping missions in support of the Morotoi landings and the Leyte, Philippines occupation. Upon arrival at Mokerang one half of the squadron personnel were given R&R to Australia.

18 Feb 1945: VPB-146 departed the combat zone for return to NAS Kaneohe, Hawaii, and on to NAS San Diego, Calif.

15 Apr 1945: VPB-146 was reformed and commenced familiarization training on the new PV-2 **Harpoon** at NAS Moffett Field, Calif.

Sep 1946: Orders were received for deployment to Pearl Harbor, Hawaii. The squadron arrived on 2 October 1946, and was stationed at NAS Barbers Point. Over the next several months duties consisted of search and ASW exercises with the fleet.

7 Nov 1946: A detachment of squadron aircraft was sent to NAS Alameda, Calif., for deployment to Mexico City to participate in an air demonstration for the presidential inauguration ceremonies. Upon completion of the detail, the detachment ferried PV-2s to NAS Quonset Point, R.I., before returning to NAS Barbers Point on 13 December 1946.

12 Dec 1947: VP-ML-6 was notified of a change in permanent home base to NAS Whidbey Island, Wash. The first elements of squadron personnel boarded Suisan (AVP 53) for return to the continental United States on 12 January 1948. The squadron officially detached from FAW-2 on 30 January 1948.

A squadron P2V in flight.

30 Jan 1948: VP-ML-6 began transition training to the P2V-2 at NAAS Miramar, Calif.

Apr 1950: New P2V-3 and P2V-3N aircraft were received as replacements for the older P2V-2 aircraft flown by the squadron.

28 Jun 1950–12 Feb 1951: VP-6 deployed to Korea as the first patrol squadron in the theater of operations, and the first to fly the P2V Neptune in combat. During this tour the squadron operated from Johnson AFB, Japan, 7 July–6 August 1950; Tachikawa AFB, Japan, 6 August 1950–12 February 1951; and a detachment at Atsugi, Japan, 5 January–12 February 1951. Patrols were flown over the Yellow Sea and Sea of Japan, and in support of the Inchon landings.



29 Jul 1950: Two squadron P2V-3s, piloted by Lieutenant Commander R. L. Ettinger and Lieutenant William J. Pressler, sighted a train along the Korean coast near Chongjin. The two crews destroyed the train with 5-inch rockets and 20-mm bow guns.

13 Aug 1950: Two squadron **Neptunes**, led by Lieutenant Command E. B. Rogers, attacked several boats and barges engaged in minelaying near Chinnampo. Three boats and two barges were sunk. Roger's P2V was holed six times by enemy fire. On the same day, other VP-6 aircraft damaged two surface craft near Wonson.

16 Aug 1950: A squadron P2V piloted by Ensign William F. Goodman, attacked an enemy patrol vessel near Chinnampo. The starboard engine of his aircraft was damaged by enemy fire and was ditched near the enemy shoreline. The entire crew was rescued by the Royal Navy cruiser HMS Kenya. As a result of this loss, patrol aircraft were no longer assigned attack missions in Korea.

1 Aug 1951: During the squadron's second combat deployment to Korea it moved to NAF Naha, Okinawa, to conduct aerial reconnaissance off the China Coast under the operational control of FAW-1.

6 Nov 1951: A squadron P2V-3W was shot down with the loss of all hands (10 aircrewmen) by Russian fighter aircraft while on patrol in the Sea of Japan off Vladivostok, Siberia. BuNo 124284 was conducting a weather reconnaissance mission under United Nations command. The attack occurred over international waters, but the Russians claimed the aircraft had violated Soviet airspace over Cape Ostrovnyaya.

7 Jul 1952: VP-6 departed Hawaii for NAS Kodiak, Alaska. Detachments were maintained at Ladd AFB from 14 August–17 September and at NAS Adak from 10–20 December 1952, in support of the Cold Weather Advance Base exercise.

Nov 1957: In November VP-6 participated in the search for Pan-American Flight 944, lost in the western Pacific. The futile search for survivors was the largest air-sea rescue operation ever conducted in the Pacific.

Jul 1962: VP-6 flew 1,000 hours during operations at Johnston Island in conjunction with testing of nuclear devices. Air samples were collected in the zone near the test site and downwind to check on radioactivity and particle dispersion.

Apr 1962: A squadron Neptune, flown by Lieutenant Commander G. L. Page, ditched in the Sea of Japan after both reciprocating engines experienced mechanical problems and were feathered. The ditching was smoothly executed and the crew was picked up within minutes with no injuries.

9 Aug 1964: VP-6 participated in the response to the Tonkin Gulf Crisis with the Seventh Fleet, in waters off Southeast Asia. The squadron flew surveillance and ASW patrols over the Gulf of Tonkin and the South China Sea during this period. VP-6 was based at NAF Naha, Okinawa, on 18 August 1964, relieving VP- 17. A detachment was maintained at NAS Cubi Point, R.P. A few months later VP-6 was transferred to MCAS Iwakuni, Japan, where it was relieved in January by VP-2.



15 Aug 1967: The Blue Sharks were the first patrol squadron at NAS Barbers Point to receive Bullpup missiles for the P-3A **Orion**. The small missile was carried under the wing of the P-3A, and was intended for air- to-surface attacks against small targets ashore and afloat.

1 Jan 1968: The squadron deployed to WestPac based at NAF Naha, Okinawa, with a detachment at NS Sangley Point, R.P., and NAF Cam Ranh Bay, Vietnam. During the deployment VP-6 conducted its first patrols over a combat zone since the Korean War.

5 Apr 1968: A squadron aircraft, BuNo. 151350, crashed on patrol over the China Sea with all hands lost.

1 Jun 1969: VP-6 deployed to NS Sangley Point, R.P., with a detachment at RTNB U-Tapao, Thailand.

14 Jul 1970: The squadron deployed to NAF Naha, Okinawa, in support of Seventh Fleet operations off



the sea lane approaches to North Vietnam.

12 May 1971: A squadron P-3A (BuNo. 152151) crashed shortly after takeoff from NAS Cubi Point, R.P. All four engines had failed because cleaning fluid had been mistakenly substituted for water-injection fluid.

21 Sep 1971: VP-6 deployed to NAS Cubi Point, R.P., in support of the Seventh Fleet operations in WestPac. A detachment was maintained at Cam Rahn Bay, Vietnam. Missions were generally flown through- out South China Sea and off the coast of Vietnam. Operations during this period concentrated on Vietnamese infiltrator trawler interceptions.

30 Nov 1972: The squadron was again deployed to WestPac based at NAF Naha, Okinawa, with a detachment at RTNB U-Tapao, Thailand. The deployment marked the last for the squadron in the Vietnamese theatre of operations.

Aug 1975: VP-6 was the first squadron to deploy a detachment to NAS Agana, Guam, with the P-3B. The three aircraft/four-crew detachment remained until March 1976.

Aug 1977: Upon return from its 1976–1977 deployment, the squadron began the update program from the P-3B to the P-3B TAC/NAV MOD Super Bee. The retrofits to the P-3B airframes included more powerful engines, improved navigation equipment and up-graded avionics.

May 1978: VP-6 returned to Cubi Point, R.P., and became the first of the patrol squadrons to deploy the P-3B MOD aircraft. During this assignment the squadron visited Australia, Kenya, Djibouti and Japan. A detachment was also maintained throughout the deployment on the island of Diego Garcia.

Jun 1979: VP-6 deployed a detachment to NAS Agana, Guam, for ASW coverage, Marianas Island surveillance flights and routine training missions. During this period the detachment assisted in support of refugee rescue operations flown from Cubi Point, aiding in the recovery of over 500 Vietnamese.

5 Sep 1980: A VP-6 Orion, BuNo. 154591, made a wheels up landing at NAS Barbers Point, Hawaii. One crewman was injured, with extensive damage to the aircraft.

Nov 1980: The squadron deployed to NAS Cubi Point, R.P., as the first Pacific fleet squadron to deploy with full Harpoon missile capabilities. Throughout the deployment a detachment was maintained on the island of Diego Garcia.

Feb 1982: VP-6 deployed to NAS Agana, Guam. During this period the squadron aircraft visited numerous Southeast Asia countries. In the last two months of the tour, the squadron was deployed to NS Adak, Alaska, for a period of intense ASW operations against Soviet submarines in the northern Pacific.

Jun–Sep 1988: VP-6 was placed in “Cold Iron” status due to fiscal constraints. Basically, the standdown permitted only the bare minimum of maintenance required to preserve the aircraft, but did not allow for sufficient flying time to retain top crew proficiency. As a result of the standdown aircrew proficiency was graded unsatisfactory on the COMNAVAIRPAC Naval Aviation Training and Procedures Standardization (NATOPS) inspection conducted 26–30 September 1988.



A VP-6 P-3B(Mod) at NAS Barbers Point in April 1979.

Feb 1990: The Blue Sharks became the first patrol squadron at NAS Barbers Point to receive the first P-3C Update II.5 aircraft. This update had improved electronics systems, new IACS (Integrated Acoustic Communication System), improved MAD, standardized wing pylons and improved wing fuel tank venting.

10 Jun 1992: VP-6 Blue Sharks went on their last deployment to Misawa, Japan, to participate in operation Final Frenzy, a standard SEATO exercise with U.S. and allied nations providing surveillance

and ASW coverage. Exercises took the squadron from the Persian Gulf to Australia and involved allies from Korea, Japan, Malaysia, Singapore and Hong Kong.

31 May 1993: VP-6 was disestablished at NAS Barbers Point, Hawaii, after 13 years and over 73,600 flight hours mishap free.

15 Oct 1995: A hiker spotted the burned and shattered remains of an aircraft in a remote area usually covered by snow near Mt. Baker in northwestern Washington. It was the remains of the PV-1 Ventura belonging to VB-146 flown by Lieutenant Commander Ralph R. Beacham, missing since 29 August 1943. A Navy Recovery Team removed the remains of the two officers and four enlisted crewmen for positive identification and notification of next of kin.

Home Port Assignments

Location Date of Assignment

NAS Whidbey Island, Wash. (15 Jul 1943)
NAS Kaneohe, Hawaii (28 Dec 1943)
NAS Moffett Field, Calif. (15 Apr 1945)
NAS Alameda, Calif. (30 Jul 1945)
NAS Barbers Point, Hawaii (2 Oct 1946)
NAS Whidbey Island, Wash. (30 Jan 1948)
NAS Barbers Point, Hawaii (1 May 1949)

Commanding Officers

Date Assumed Command

LCDR J. P. Robinson, Jr. (5 Jul 1943)
LCDR V. L. Schrage (15 May 1945)
LCDR U. B. Holloway (1 Jul 1946)
LCDR M. W. Nicholson (24 Oct 1946)
LCDR R. F. Stultz (Sep 1947)
CDR W. F. Dawson (18 Mar 1949)
CDR E. W. Bridewell (6 Mar 1950)
CDR A. F. Farwell (25 Jun 1950)
CDR G. Howard (11 May 1951)
CDR B. J. Moynahan (9 Jun 1952)
CDR P. F. Bankhardt (Jun 1953)
CDR J. Lynn (Jun 1954)
CDR C. C. Schumuck (15 Dec 1955)
CDR R. Rodriguez (15 Sep 1956)
CDR J. H. Todd (24 Sep 1957)
CDR R. G. Wissman (10 Oct 1958)
CDR W. L. Garrett (13 Oct 1959)
CDR W. T. Welles (23 Nov 1960)
CDR E. F. Leonard (18 Oct 1961)
CDR R. J. Davis (26 Sep 1962)
CDR D. J. Worrall (3 Sep 1963)
CDR H. S. Potter (25 Aug 1964)
CDR D. P. Riley (15 Sep 1965)

CDR J. C. Wold (5 Jul 1966)
CDR R. L. Miller (3 Jul 1967)
CDR J. G. Loberger (10 May 1968)
CDR T. G. Cooper (23 May 1969)
CDR R. H. Botts (15 May 1970)
CDR W. B. Castro (28 May 1971)
CDR G. W. Mackay (26 May 1972)
CDR E. K. Anderson (7 Jun 1973)

Commanding Officers (cont'd)

CDR P. O'Connor (21 Jun 1974)
CDR R. E. Sorna (28 May 1975)
CDR D. A. Meyer (28 May 1976)
CDR L. W. Wright (24 Jun 1977)
CDR A. R. Maness (23 Jun 1978)
CDR J. A. Mason (1 Jun 1979)
CDR J. M. Jarratt (6 Jun 1980)
CDR T. N. Danner (12 Jun 1981)
CDR T. A. Richardson (18 Jun 1982)
CDR R. J. Miles (9 Jun 1983)
CDR J. K. Sikes (19 Dec 1984)
CDR B. L. Tempel (7 Mar 1986)
CDR G. B. James (12 Mar 1987)
CDR W. B. Massenburg (30 Mar 1988)
CDR D. J. Nelson (30 Mar 1989)
CDR J. M. O'Brien (30 Mar 1990)
CDR J. S. Cooper (15 Mar 1991)
CDR S. R. White (27 Mar 1992)

Aircraft Assignment

Type of Aircraft Date Type First Received

PV-1 (Jul 1943)
PV-2 (Apr 1945)
P2V-2 (Feb 1948)
P2V-3/P2V-3W (Apr 1950)
P2V-5 (Feb 1954)
P2V-5F (Mar 1955)
SP-2E Mod II (May 1962)
P-3A Orion (1965)
P-3B (Nov 1974)
P-3B MOD (Dec 1977)
P-3C UII.5 (Jan 1990)

Major Overseas Deployments

Date of Date of Base of Type of Area of Departure Return Wing Operations Aircraft Operations

28 Dec 1943 to 08 Jun 1944
FAW-2 Midway PV-1 WestPac

08 Jun 1944 to 18 Feb 1945
FAW-17 Admiralty Is. PV-1 SoPac

15 Sep 1948 to 16 Jan 1949
FAW-4 Adak P2V-2 NorPac

5 Jul 1949 to 4 Oct 1949

Major Overseas Deployments (cont'd)

Date of Date of Base of Type of Area of Departure Return Wing Operations Aircraft Operations

FAW-4 Kodiak P2V-2 NorPac

7 Jul 1950 to 6 Aug 1950
FAW-6 Atsugi P2V-3 WestPac

7 Aug 1950 to 12 Feb 1951
FAW-6 Tachikawa P2V-3 WestPac

27 Jul 1951 to 15 Jan 1952
FAW-1 Atsugi P2V-3 WestPac

7 Jul 1952 to Jan 1953
FAW-4 Kodiak P2V-3 NorPac

Jul 1953 to Feb 1954

FAW-1 Sangley Pt. P2V-3 WestPac

Oct 1954 to Mar 1955
FAW-4 Kodiak P2V-5 NorPac

Mar 1956 to Sep 1956
FAW-2 Iwakuni P2V-5F WestPac

Mar 1958 to Sep 1958
FAW-2 Iwakuni P2V-5F WestPac

Jun 1960 to Oct 1960
FAW-2 Iwakuni P2V-5F WestPac

Oct 1961 to May 1962
FAW-2 Iwakuni P2V-5FS WestPac

Jul 1962 to Jul 1962
FAW-2 Johnston Is. P2V-5FS WestPac

Sep 1962* to Sep 1962
FAW-2 Australia P2V-5FS SoPac

9 May 1963 to Oct 1963

FAW-2 Iwakuni SP-2E Mod 2 WestPac

9 Aug 1964 to 25 Jan 1965

FAW-8 Iwakuni/Naha SP-2E Mod II WestPac

1 Sep 1964 to 28 Sep 1964

FAW-8 Cubi Pt. SP-2E Mod II WestPac

Major Overseas Deployments (cont'd)

Date of Base of Type of Area of Departure Return Wing Operations Aircraft Operations

Jul 1965 to 20 Dec 1966

FAW-4 Adak SP-2E Mod II NorPac

1 Jan 1968* to 1 Jul 1968

FAW-8 Naha P-3A WestPac

1 Jan 1968* to 1 Jul 1968

FAW-8 Sangley Pt. P-3A WestPac

13 May 1968 to 7 Jun 1968

FAW-8 Cam Rahn Bay P-3A WestPac

1 Jun 1969 to 15 Nov 1969

FAW-8 Sangley Pt. P-3A WestPac

27 May 1969 to 15 Nov 1969

FAW-8 U-Tapao P-3A WestPac

14 Jul 1970 to 15 Jan 1971

FAW-8 Naha P-3A WestPac

21 Sep 1971* to 10 May 1972

FAW-8 Cubi Pt. P-3A WestPac

21 Sep 1971* to 2 Dec 1971

FAW-8 Cam Ranh Bay. P-3A WestPac

30 Nov 1972 to 28 May 1973

FAW-8 Naha P-3A WestPac

20 Dec 1972 to 1 Feb 1973

FAW-8 U-Tapao P-3A WestPac

Jan 1974 to Jul 1974

PatWing-1 Cubi Pt. P-3A WestPac

Aug 1975 to Mar 1976

PatWing-1 Agana P-3B WestPac

Dec 1976 to Jun 1977

Publication date June 30, 2013

Page 18 of 19

PatWing-1 Kadena P-3B WestPac

May 1978 to Nov 1978

PatWing-1 Cubi Pt. P-3B MOD WestPac

Jun 1979 to Jan 1980

PatWing-1 Agana P-3B MOD WestPac

Nov 1980 to May 1981

PatWing-1 Cubi Pt. P-3B MOD WestPac

Feb 1982 to May 1982

PatWing-1 Agana P-3B MOD WestPac

May 1983 to Nov 1983

PatWing-1 Cubi Pt. P-3B MOD WestPac

Nov 1984 to 10 May 1985

PatWing-1 Cubi Pt. P-3B MOD WestPac

10 May 1986 to 10 Nov 1986

PatWing-1 Cubi Pt./Misawa P-3B MOD WestPac

1 Dec 1987 to 3 May 1988

PatWing-10 Adak P-3B MOD NorPac

1 May 1989 to 6 Nov 1989

PatWing-1 Cubi Pt. P-3B MOD WestPac

4 Dec 1990 to 10 Jun 1991

PatWing-10 Adak P-3C UII.5 NorPac

5 Dec 1991 to May 1992

PatWing-10 Panama P-3C UII.5 Carib

10 Jun 1992 to 19 Nov 1992

PatWing-1 Misawa P-3C UII.5 WestPac

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- The squadron conducted split-site deployments to different bases on the same dates.

Wing Assignments

Wing Tail Code Assignment Date

FAW-8 (15 Jul 1943)

FAW-2 (28 Dec 1943)

FAW-17 (8 Jun 1944)

Task Force 70.2 (24 Jun 1944)

FAW-2 18 (Feb 1945)

FAW-8 (15 Apr 1945)

FAW-2/PATWING-2§ BE†/ PC‡ (2 Oct 1946)

†

Publication date June 30, 2013

Page 19 of 19

The squadron remained a part of FAW-2, but was assigned the tail code BE on 7 November 1946.

‡
The squadron's tail code was changed from BE to PC in 1957. The effective date for this change was most likely the beginning of FY 1958 (1 July 1957).

§
FAW-2 was redesignated Patrol Wing 2 (PatWing-2) on 30 June 1973.

Unit Awards

Unit Award Inclusive Date Covering Unit Award

Navy Unit Citation:

30 Jul 1951, 16 Jan 1952, 31 Jan 1967, 8 Mar 1967 (Det) ,Spring 1970.

Meritorious Unit Citation:

1 Jun 1969, 15 Nov 1969, 15 Jul 1970, 16 Nov 1970, 17 Nov 1970, 22 Nov 1970, 23 Nov 1970, 16 Jan 1971, 1 Oct 1971 ,12 Jan 1972, 2 Mar 1972, 15 Dec 1972, 2 Jul 1981, 4 Aug 1981, 5Sep 1981, 22 Sep 1981, 8 Dec 1981, 8 Jan 1982.

Republic of Vietnam NGC :

1 May 1969, 30 Nov 1969, 1 Jul 1970, 21 Nov 1970.

Armed Forces Expeditionary Medal:

1 Jan 1968, 30 Jun 1968 .

Hank Herbig **FOR:** Red O'Laughlin (Historian)

VP NAVYs' Current Affairs

P-8A MULTI-MISSION MARITIME AIRCRAFT (MMA)

Description

The P-8A Poseidon is a modified Boeing 737-800ERX, bringing together a highly reliable airframe and high-bypass turbo fan jet engine with a fully connected, state-of-the-art open architecture mission system. This combination, coupled with next-generation sensors, will dramatically improve anti-submarine warfare (ASW), and anti-surface warfare (ASuW) capabilities.

Features

- Open Mission System Architecture: reconfigurable and expandable system facilitating easier, more affordable upgrades.
- Sensors: Active multi-static and passive acoustic sensor system, inverse synthetic aperture/synthetic aperture radar, new electronic support measures system, new electro-optical/infrared sensor, digital magnetic anomaly detector.
- Nine-person crew: dual-pilot cockpit, five mission crew (plus relief pilot and in-flight technician). Workstations with universal multi-function displays, ready accommodation for additional workstation, workload sharing.
- Lethality: internal five-station weapons bay, four wing pylons, two centerline pylons, all supported by digital stores management allowing for carriage of joint missiles, torpedoes and mines. Search stores: rotary reloadable, pneumatically controlled sonobuoy launcher.
- Net Ready: Link-11/Link-16, Internet Protocol, Common Data Link (CDL), FORCEnet compliant.
- Performance based support/logistics with availability a key performance parameter.

Background

The Navy's replacement platform for the P-3C, the P-8A Poseidon, is designed to secure the Navy's future in long-range maritime patrol capability, while transforming how the Navy's maritime patrol and reconnaissance force will man, train, operate and deploy. The P-8A will

provide more combat capability from a smaller force and less infrastructure while focusing on worldwide responsiveness and interoperability with traditional manned forces and evolving unmanned sensors.

Boeing was awarded the contract to develop the P-8A on June 14, 2004. The P-8A will be a derivative of a modified Boeing 737-800ERX airliner, bringing together a reliable airframe and high-bypass turbo fan jet engine with a fully connected, state-of-the-art open architecture mission system. Coupled with next-generation sensors, the P-8A will dramatically improve antisubmarine and anti-surface warfare capabilities. The P-8A program went through a preliminary design review in November 2005. The Navy plans to purchase 108 production P-8As. The first aircraft was delivered for flight test in 2009, with IOC earlier this year in VP-30 and then to VP-16.

General Characteristics

Primary Function: Anti-Submarine and Anti-surface Warfare.

Contractor: Boeing IDS

Date Deployed: First squadron in 2013.

Propulsion: Two high-bypass CFM56 turbofan engines

Length: 129.5 feet (39.47 meters).

Height: 42.1 feet (12.83 meters).

Wingspan: 117.2 feet.

Weight: Maximum gross takeoff, 188,200 pounds

Airspeed: 490 knots.

Publication date June 30, 2013

Page 22 of 19

Ceiling: 41,000 ft.

Range: 1,200 nautical miles radius with four hours on station.

Crew: Nine.

Armament: Torpedoes, cruise missiles, bombs, mines

Hank Herbig -next Issue- TBA (Member At-Large)

Blue Sharks Tails- "There I Was....!"

There I was...On a Shallow Water Search- 1984

We were in a P-3B MOD "Super Bee." We were in the South China Sea off the Northwest coast of Borneo. We were descending through about 1500 feet on our way to 200 feet off the water. It was hot! We were very close to the equator and it doesn't matter what time of year it is there...It's ALWAYS HOT, HOT, HOT! I don't remember who the PPC was, probably Brian Lair. I don't remember who the PP2P was, probably Artie Johnson. I was the PP3P, and in the squadron not very long. I don't remember who the TACCO was, maybe Bob Keck. And I don't remember who the NAV was, probably Chip Phillips. I don't remember who the second FE was, probably Mike Fontenot. But I do remember the FE in the seat, as I flew the big bird down toward the water. He was "Senior Chief" Joe Gross. I remember asking this crusty old sailor what those darn yellow balls in the water, just below the surface, were. I had been seeing these things all day.

Shallow water search missions in the South China Sea were long ones, usually lasting 10 to 12 hours. We flew very low, where it was always hot and bumpy. In between their normal duties of the mission, the crew would be so bored that someone would start a dialogue of one of the popular new shows. I'm talking the new stuff... like VCRs. Anyway, someone would start "They can't do that to our pledges, only we can do that to our pledges," and someone else would key his intercom switch on ALL STATIONS and say, "S--t, Slice"...D--n, Hooked it!"... and the next guy would continue with "I gotta work on my game"...another key of a mike and "Don't think of it as work, just try to hit the ball."

On shallow water searches we would fly from one radar contact to the next, sometimes "rigging" as many as 200 ships in one flight. At each ship we would fly at 200 feet above the ocean along the axis of the ship, very close to it and just off the ships' starboard (right) side. As we passed the ship, one of the crew would take photos of it through the flat picture taking window on the left side of our cockpit over the "radar cabinet," with a huge but special high resolution camera that was suspended from straps, designed to help to hold it steady. Another aircrewman would read off the mast, posts, and bridge configurations to yet another aircrewman who wrote down- everything.

VP flying really did use a lot of crew coordination. Leadership was essential, but it was a relaxed kind of leadership, a kind that we all enjoyed. Usually when we completed one of these long missions, it would

Publication date June 30, 2013

Page 23 of 19

be 5 or 6 AM when we finished the debrief, and although we were exhausted- we were young and bullet proof. That's why this kind of flight ended in several rounds of “crew duck-pin bowling” at the NAS Cubi Point Bowling Alley, before we headed off to the “Q” and bed- about 10-11 AM.

So what were these yellow balls, we had seen all day long? It was Sea Snake mating season, and yup , you guessed it. The snakes were feeling frisky, right below us. Boy, did we do really good preflight checks- after that little bit of news!

Okay, that's just one of my many stories of fun at work, as a BLUE SHARK! The gauntlet is laid down! Now, I want to hear your “BLUE SHARK Tales- There I was...!” I want to hear ALL of them! There are too many of you, and not enough time at our reunions to hear all your good stories, so this is the place to share them. Here, and on our fabulous new website. Let's hear from YOU!

Hank Herbig -Next Issue- TBA (Member At-Large)

Featured Photos of the Quarter











Hank Herbig -the next Issue- TBA (Member At-Large)

