

Pelican Poop Sheet

Volume 31

November 20, 2014



New on the roster: John Smarsh (AT2 1951-1953); Jim Donahue (1958-1961); Kelly Glass (YN3 1967-1970); Alan Brungs (AW3 1986-1988), Gail Arthur Kangas (PO2 1959-1963)

Regained contact: CDR Michael McCloskey, USN(ret) (LT 1987-1990)

Lost contact: AOCS Erine Forehand, USN(ret) (AO1 1947-1949)

Looking for: Captain Dan Veldstra, USN(ret) (1973-1976) is looking for Floyd & Sylvia Carter. You can contact him at gator41@allmail.net or my information and I will pass on the word.

Taps: **ADJ1** Gary Lake USN (ret) (ADJ1 1961-1970); LCDR James Mayo USN (ret) (YN2 1959-1963); Bob Zacahrias (1980-1983); James "Skip" Millegan (1982-1985); CDR Chistopher Giedlin, USN(ret) (LT 1983-1985?); ATC Bob Rock, USN(ret) (1964-1969); AO1 Bob Boucher (early 1980's)

Follow up on Eddie Rickenbacker from last Poop Sheet

Gene,

Was reading the newsletter and I saw the para about (2) VP-44 planes looking for Eddie Rickenbacker during WWII. I have a little story for you.

I build scale plastic models and belong to model club in Fairfax, Virginia. At one of our monthly meetings last year, one of our members brought in 10 crates of old books he bought at an auction, most having to do with aviation. All he asked was that for every book you took, toss a buck into a basket on the table. I enjoy reading autobiographies about the greats in aviation and as I walked up and down the rows of books I spied an auto about Eddie Rickenbacker. I picked it up flipped through the pictures in the middle, and tossed a buck into the basket. I sat down at a table and started to leaf through the book as the guest speaker droned on. I was curious as to when the book was written (1968) so I flipped to the copy write page, over shot it and low and behold there inside the front cover was Eddie's signature. Being the skeptic I am, I figured anyone could have signed the book. As I looked through the pictures, I came across a photo the "Death Card" that was handed out at his funeral when he was declared missing, presumed dead. Across the Death Card, Eddie had written, "Not so fast!" and signed his name. The two signatures were spot on! I had just bought an autographed copy of Eddie Rickenbacker's autobiography – for a "buck"!!!

It's a small world and things do come full circle. In October 1942, VP-44 planes looked for Eddie and in 2013, an SS3 from VP-44 (1975-1979) bought a signed copy of his book – for a buck!

Mike Morris AWC(Ret) VP-44 SS3 (1975-1979) Lexington Park, Maryland

From Richard Watson (AMM3c 1942-1944)

Chief,

That is quite a story and I am sure that that autograph is worth something more than just history. The search for Eddie was quite an adventure for both crews. Crew 15 had RDF problems before takeoff from Johnston Island. Johnston Island is just big enough for a runway and in those days nothing but some tents and an auxiliary vessel tied up at the dock the radar was not effective in that area so to find the island on their return if the navigation was not spot on they would have to do a box search. On return they could not find the island and due to being low on fuel the decision was to land in the water so the radioman could send out mayday signals all night. By morning Johnston, Palmyra and Canton Islands had fixes on them. The other crew was dispatched to pick them up (Jack Reid and his crew) and when they arrived at the spot Metke's crew had placed a open parachute over the tail the sea was pretty rough and they popped a few rivets in the hull which were immediately plugged with spare pencils, we always carried a gross of pencils for that purpose. Reid had refused to carry full gas cans due to fire hazard, instead he brought empty gas cans and a sump pump. The seas were still about 20 feet so it was necessary to keep the planes widely separated. Reid's crew, with lines tied to them, went out on the wings and using the spare cans and sump pump filled 5 gallon tanks, they lowered the cans to a waiting life raft from Metke's aircraft and they rowed back to their aircraft and repeated the process on the downed aircraft. Three trips were necessary to get enough fuel into Metke's aircraft. The seas were running were still 20 feet to the crest so the rafts were only visible at the crest. Both aircraft took off and landed back at Johnston to continue the search.

Just thought you might like to know what the circumstances were like back then.

Dick

Brunswick Naval Museum & Memorial Gardens

Gene,

The former NAS Brunswick Chapel has recently been leased from MRRRA by the "[Brunswick Naval Museum and Memorial Gardens](#)". The plan is to have an archives room along with much more coming down the road. I recently visited with a couple of the Museum personnel today and I'm very pleased (with a lot more former NASB people I bet) that the building will house such a memorial. This includes the sacred Memorial Gardens where rests the memorials of so many of our Sailors lost in the aircraft crashes.

The website is www.brunswicknavalmuseum.org.

Please pass this on to our Shipmates if you would.

AD1 Steve Ireland, Ret (AD2 1990-1991 in VP-44)

Brunswick Naval Museum and Memorial Gardens.

We really appreciate your putting a link to our website on your website and it has borne some fruit. We now have a ten-minute video on YouTube that gives the background of the base and tells what we're about. We would be most grateful if you could add a link to that video on your site if possible—the address is listed below.

We are mounting a major membership campaign to raise funds for our operation now that we are in the former base chapel, albeit in only three rooms. As part of that campaign we are making a push to get members from the various squadrons that flew out of NASB, VP-44 being one of them. VP-21 has really stepped up to the plate due to the heroic efforts of one of our board members who flew with VP-21. Is there someone in VP-44 who might do the same? I think we would get better results if you or someone from VP-44 did the contacting. Or perhaps a note in your newsletter would do it. I would be pleased to provide suggested copy—which reminds me, I don't believe I sent you a copy of our new brochure. I'll put one in the mail for you. Any other suggestions you have would be appreciated. We're working on an exhibit and hope to have it up soon. I'll keep you posted on that. In the meantime I hope this finds you well and enjoying a good summer. All best wishes.

John

John B. Briley, President

Brunswick Naval Museum and Memorial Gardens

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www.brunswicknavalmuseum.org

<https://www.youtube.com/watch?v=Lt5jjiGibg9Y>

Note: If anybody has any artifacts they would like to donate to the museum please contact John.

Barbers Point Naval Air Station

Aloha and Good Morning!

Sir, per our conversation a couple of weeks ago, I wanted to inform you that the Department of Navy via Naval Facilities Command Hawaii submitted its determination of eligibility (DOE) for subject Air Station (also known as portions of Barbers Point Naval Air Station) to Dr. Alan Downer, SHPD. The DOE was sent to Dr. Downer on 14 Jul 2014. We also informed signatories or members from the following Historic Preservation organizations (NPS, HHF, NTHP, OHA, ACHP, OCHC and others) to keep them apprised as well as this is extremely important for a number of reasons as you are well aware.

Mr. Bond, the Navy finds Ewa Mooring Mast Field to be eligible for listing on the National Register of Historic Places and is recommending SHPD concur with our determination as we submit the DOE to the

Federal Preservation Officer to carry to the KEEPER.

I will keep you informed as we allow the process to continue. SHPD has 30 days to respond. We look forward to SHPD's concurrence.

Mahalo and Aloha,

John

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P-3 Aircraft Location History Report

I found a very neat site that tells where all Lockheed P3 Aircraft went and their final disposition, check out this web site: <http://www.p3orion.nl/alhr.pdf>. Those of you with any internet access if you tell me the buNo number I will look it up for you.

Veterans Access, Choice and Accountability Act of 2014

On August 7, President Obama signed the Veterans Access, Choice and Accountability Act of 2014 (Public Law 113-146), which is intended to address the VA health care access crisis. This bipartisan, bicameral compromise bill- while a welcome first step toward rebuilding VA's capacity to provide all enrolled veterans with timely, high-quality health care - must be the beginning of a long-term effort to restore America's sacred compact with those who have fought for our freedom. You can view a brief summary of the major provisions of the law by going here: <http://www.dav.org/wp-content/uploads/HR3230CompromiseBillSummaryOnly.pdf>

The law creates a new - and temporary - authority for VA to provide veterans with a "Veterans Choice Card" that can be used to access private care when VA is unable to provide veterans with care under defined time or distance access standards of 30 days or 40 miles. However, the law anticipates that this new authority will continue for no more than 3 years, or until the emergency funding (\$10 billion) is exhausted, whichever comes first.

As enacted, the law did not spell out all of the details concerning when and how veterans will receive "Choice" cards, how veterans will be "authorized" by VA to access private care options, how private providers will bill VA, not veterans, or how VA will coordinate non-VA care to ensure the best health outcomes for veterans. The law requires VA to publish detailed regulations within 90 days of enactment (November 5, 2014) and we will be carefully monitoring this process and consulting with VA through the law's implementation, especially the "Choice" provisions.

The new law also appropriates more than \$5 billion for the VA to hire additional medical staff, expand treatment space and repair existing health care facilities. It also authorizes 27 new leases for VA medical facilities in 18 states and Puerto Rico, primarily outpatient clinics. The lack of treatment slots and facilities was the primary cause of VA's access crisis and this boost in funding is a reasonable down payment on VA's long term structural needs.

Looking ahead, what's needed next is a commitment and matching action by Congress and the Administration to provide full and honest funding and additional support required by VA to boost its internal capacity so it can provide timely, accessible and high-quality health care to all veterans who need such care, particularly once the new "Choice" provisions expire in a couple of years.

While no veteran should be forced to wait too long or travel too far to get care, we hope this turn to the private sector is viewed and accepted only as a temporary stop-gap while the VA rebuilds its internal capacity.

Click the link below to view this message on the web:
<https://www.votervoice.net/link/target/dav/4F8WcE5W5.aspx>

Buoy Watch

This was before my time but thanks to Bill Stupka (AT2 1953-1956) for sending this in:



P8A in Flight

Good short video of the P8A in flight:
<http://www.youtube.com/watch?v=kQbYoBoRjQU&feature=youtu.be>

Red Shirt Friday

The mission of RedShirtFridays.org is to show support for our servicemen and servicewomen. We are not a political organization. We do not care whether or not one supports or does not support our nation's specific military missions. We care only about making our support of our servicemen and servicewomen known to our fellow Americans and the world. We are a silent majority that does not wish to remain silent anymore. We wish to let our servicemen and

servicewomen know we support their sacrifice and that we will not forget them; we will do this by wearing red every Friday. Check the web site at: <http://redshirtfridays.org>

U.S. Pacific Fleet Commander Harris Nominated to Head U.S. Pacific Command



Adm. Harry B. Harris, commander of U.S. Pacific Fleet at the 2014 WEST conference in San Diego, Calif. on Feb. 11, 2014. US Navy photo

The current commander of U.S. naval forces in the Pacific has been tapped to lead all U.S. forces in the region, the Pentagon announced on Monday afternoon.

Adm. Harry Harris — who has served as U.S. Pacific Fleet commander since October of 2013 — will replace current U.S. Pacific Command head Adm. Samuel Locklear, pending approval from the Senate.

A career naval flight officer, Harris has logged more than 4,400 hours in maritime patrol surveillance aircraft.

Harris has served in every U.S. geographical combatant command.

He previously commanded U.S. 6th fleet — U.S. naval forces in Africa and Europe — as well as VP-46, Patrol and Reconnaissance Wing 1, Joint Task Force-Guantanamo and Striking and Support Forces NATO.

Harris was also the chief speechwriter for the Chairman of the Joint Chiefs of Staff and Deputy Chief of Naval Operations for Communication Networks (OPNAV N6).

The following is the text from the Sept. 22, 2014 Pentagon announcement.

Secretary of Defense Chuck Hagel announced today that the president has made the following nomination:

Navy Adm. Harry B. Harris Jr. for reappointment to the rank of admiral and for assignment as commander, U.S. Pacific Command, Honolulu, Hawaii. Harris is currently serving as commander, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

Military Discounts

Gene, am I the only Golden Pelican who didn't know that Home Depot gives every veteran a 10% discount? All you have to do is show an ID or maybe a DD Form 214. Here's a web site that lists many more outfits that give us a break: <http://militarybenefits.info/military-discounts/>. If there are possibly others who are unaware of this, maybe we ought to mention it in the next newsletter.

Maritime Patrol Association Symposium 2015

I got word back from RADM P. D. Smith (board member of the MPA) that the 2015 MPA Symposium is in the fine tuning stages and the dates are locked in with events happening April 15-16-17 2015 at NAS Jacksonville. The runways at NAS will be closed during that timeframe and all squadrons will be over at the old NAS Cecil Field area, about a 20 run from NAS JAX. VP-30 will have a P8A on display there and they are checking on buses to run people over there or by car. The events are as follows: aircraft and simulator tours on Wednesday April 15 with the Heritage Dinner that night in hanger 117; Thursday April 16 Golf Tournament and social; Friday April 17 tech Expo, MPA General Members Meeting and Flight Suit Social. I will have more details the first of the New Year after I make another trip over to Jacksonville and you can keep you up to date on the MPA web site <http://www.maritimepatrolassociation.org/> I will look into having a meet & greet on Tuesday night April 14 possible on base at one of the clubs. The Navy Lodge has 50 rooms blocked for the Symposium and I am still looking into off base lodging. All Veterans will have base access with the proper form being filled out ahead of time which I will provide in the next newsletter. **Please keep in mind if you plan on attending the MPA events the dues are \$35.00 per year, but you will save \$10.00 on the Heritage dinner, \$15.00 on the golf tournament, and \$15.00 on the flight suit social over nonmembers.** Please contact me if any question if any question but a lot more information coming. Home # 229-559-7959, cell # 317-201-4261 or email genejanjay@aol.com

Happy Holidays

My wife Janet and I want to wish all you a super time during the upcoming holidays, Thanksgiving, Christmas and New Year's. May you all have good health and have a chance to meet new people and old friends. Please remember those still on active duty and away from home.

Kindness is the language the blind can see and the deaf can hear. Mark Twain

We can't all be heroes, some of us have to stand on the curb and clap as they go byMark Twain