



# PATRON SIX

## BLUE SHARKS ASSOCIATION

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### "SUBCONSCIOUS" (1924 - 1993)

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## **"Flight" to "ALL Stations"**

### **Newsletter President's Opening**

ALOHA BLUE SHARKS! And this time I really mean it. We are going back to where it all started for us...Hawaii! At the 2015 PSBSA (PATRON SIX BLUE SHARK ASSOCIATION) Business Meeting, last month in Nashville, the membership voted to hold our next BLUE SHARK Reunion in Honolulu, Hawaii (October 2016). Yes! Start saving your pennies and plan your vacation now. Did you know there is a late-model P-3C, in our 1963 BLUE SHARK colors, at the Barbers Point Naval Air Museum? It was an active duty VP-9 aircraft that was painted in our BLUE SHARK colors for the centennial of Naval Aviation a few years ago (seen and photographed at NAS JAX next to the P-8A during our October 2011 Jacksonville, FL Reunion).

We had another great reunion last month in Nashville, TN. Big thanks go to Steve Ellis (Reunion Chairman) for making it all happen. The weather was just perfect. I don't think we saw even one cloud the entire time we were there! We went to the Country Music Hall of Fame in downtown Nashville. What a museum that is, wow. We toured the place where Elvis, and many others, recorded many of their hits, at "Studio B." The young gal who gave us the tour was the best tour guide I have ever experienced. Other BLUE SHARKS echoed those sentiments. And we exited that building ("Elvis has left the building"), the same way Elvis did many times. We toured the Battle of Franklin, TN battlefield just 12 miles south of Nashville. And went to the place where the follow-on, and militarily unnecessary, Battle of Nashville was fought. These two battles were fought at the very end of the Civil War and were very bloody affairs. We visited Carter House which was at the very center of the fighting in Franklin. We all had a wonderful lunch and got in some shop browsing along the quaint downtown area of Franklin. We also visited Carenton House, a beautiful plantation home that was used as a field hospital for the Confederate battlefield casualties. There are still blood stains on the wood floors upstairs in this mansion. We visited the recreation of the Parthenon in Nashville located on the campus of Vanderbilt University. This beautiful building is an exact recreation of the original, in the sister-city of Athens, Greece. It is now a library and museum. We saw a show at the Grand Ole Opry on the banks of the Cumberland River. We toured Andrew Jackson's homestead (the Hermitage) to the east of the city on a gorgeous piece of rolling wooded farmland. And we took over Buzz Steiner's home for an evening of great fun, including Eric Jensen's BLUE SHARK mixed drinks. I didn't know there was a drink called the BLUE SHARK. It's not unlike the Cubi Specials from our PI days.

All of us attended the Saturday night Association Banquet and we laughed and applauded each of the "winners" in another fun, "historically record breaking" BLUE SHARK Raffle Auction. Thanks to Janice Ellis (our Raffle Chairman), Cathy Herbig and Tonya Kisner. You'll need to ask the attendees what all they won. There were some "very-very nice" items that were had for a pittance. And on a positive note, our association added hundreds of dollars to our treasury. Cathy and I won a beautiful piece of art, hand-crafted by Beth Haizlip. We thank her and everyone who donated something to the raffle auction. Start thinking now, about items we can donate to next year's auction in Hawaii.

"Woody" Woodward, our association Quartermaster, has some new items in the Ship's Store with more new items coming soon. I'll let him tell you about them in his newsletter column. Well, I'm still your President. That's because at our 2015 PSBSA Business Meeting nobody else was nominated. There was a motion to re-elect the existing slate of officers, with the exception of

Steve Ellis, the Reunion Chairman. That motion was passed unanimously. So your 2015/2016 Board of Directors are:

- President- Hank Herbig
- Vice President- Terry Snyder
- Reunion Chairman- is VACANT (Steve Ellis had to step down due to work conflicts)
- Secretary- Seibert Murphy
- Treasurer- Bo Miller
- Webmaster- Randy Silbaugh
- Quartermaster- "Woody" Woodward
- Membership Chairman- Dawn Tourville (Newly Volunteered)
- Historian- Brian Tourville (Newly Volunteered)
- Newsletter Editor- Pam Silbaugh (Newly Volunteered)
- Hawaii Reunion Coordinator- VACANT (more on this later).

Please join me in thanking Pam, Brian and Dawn for volunteering to make our association even better! I previously told you that Steve Ellis must step aside because of job demands beyond his control. Steve has been the glue in our association for many years. Most recently, he has made the last half-dozen reunions happen, with very little assistance from anyone else. We owe Steve a big THANK YOU, for all he has done for our association over these many years. Now, I need to ask each of you to look inside yourself and ask if you can spare a little time to volunteer on behalf of our association. The Reunion Chairman duties can be done in a couple of hours/on a couple of days per month. As such, you will be a member of the PSBSA Board of Directors. Here's the good news, we have been to Hawaii before. The basic ground work has already been done. I requested each of the Board of Directors to write a "how to do their job," to be used as a passdown document. Well, Steve has written a very detailed "White Paper" passdown document (for whoever replaces him). It is a step-by-step "how to manual." It tells you what to do, how to do it, when to do it, and what not to do. All of this was learned the hard way. These documents will keep us from making the same mistakes again, to be more efficient, and to retain the "corporate knowledge" we already have and to keep it from being lost in the turnover. I say to whoever takes over from Steve, "his knowledge-base will be readily available to you directly from him, via phone, email, Facebook, etc." Steve says he won't be able to make it to the next reunion. Does anyone really believe that Janis is going to fly to beautiful Hawaii to party with us and he's not going to find a way to be there? I think not! We are also seeking a volunteer to be the Hawaii Reunion Coordinator. This could be (but not required to be) someone who lives relatively near the Hawaii Reunion location or someone who can travel to Hawaii to do face-to-face stuff. Again, this would make it easier. It is NOT required.

Steve did it very successfully, while living in north Georgia. The Hawaii Reunion Coordinator is someone who will work closely with Steve's replacement (the Reunion Chairman). In the future, this person (the Xxxxx Reunion Coordinator) will "present" information about, "advocate for," or "sell" a future reunion location to the membership at a PSBSA Business Meeting. It's "not too early" to begin thinking about the next reunion location (October 2017). When I was recruited for and accepted this job (PSBSA President), I told you in the "Subconscious" newsletter that I had 5 Goals I wanted to achieve. I am adding 3 more goals.

1) Revive our newsletter "Subconscious" as a quarterly document, to be published, not just in hard copy form, but in many different media. Some of our members are not electronically plugged-in.

Home phones and snail-mail are still required as a means for membership communications. There is a Navy Chief (Pam Silbaugh) in charge of this now, and I no longer worry about it. You are reading this, so by the time you finish your reading, you will know why.

2) Update the PSBSA "By-Laws." This is a continuing-never-to-be done effort. However, we completed a major rewrite/update. More updates will follow, as needed. Please let a PSBSA Board member know, if you see a need for an update.

3) Establish and get up and running a "new website." Webmaster, Randy Silbaugh, has done this and has the website running smoothly!

4) Consolidate the multiple "membership lists," dues rolls," and "dues collection/recording procedures." The new website made this much easier. Again, Randy Silbaugh and Bo Miller have made this happen and Dawn will improve on it!

5) Work on "membership participation." Well, it's all about having fun! Why do this, if you're not having fun? I have so much fun when Cathy and I come to these reunions. The military people are great! I've always said, "You join the military to shoot neat guns, fly neat airplanes, drive neat ships, to travel the world, etc. That's important when you are young. You can't do that stuff forever, so you stay in the military because of the great PEOPLE!" And you come to military reunions, because you want to be with those really great people!

I am adding the following 3 goals:

6) Research and update the BLUE SHARK VP-6 squadron History. I believe that Brian will track down and correct our history. It is a bit disjointed now. We're are not really sure when the first VP-6 variant was commissioned? From 1943-on we have a reasonably established history, but before that needs some investigation. We still have our members tell us they were on that flight or that deployment and it really happened this way. So there is a need to get our own history corrected, now.

7) Follow up on the "how to" passdown documents, and create the same for every association position job listed in the association By-Laws.

8) Improve the "Ships Store" marketing and line-up of new items offered for sale. Woody has been ramping up steadily and is getting ahead of it, right now! Just wait and see what more Woody has in store for us!

Please let your BOD know if you have any suggestions about anything related to your PSBSA! Thanks to all of you who made the 2015 Nashville Reunion a big success. Again, if you would like to make an input to your association newsletter, contact Pam Silbaugh (Newsletter Editor). Enjoy your 4th Quarter 2015 edition of ""Subconscious!" If you like it, tell Pam at newsletter@vp-6.org  
Sincerely,  
Hank Herbig

## **ALL Engines Ahead FULL**

Aloha,

Another successful Blue Shark reunion has come and gone. Unfortunately, I wasn't able to attend the Nashville reunion due to a family emergency. I want to thank everyone involved in making this reunion a success, especially Steve Ellis. Steve has been the real driving force behind all of the logistics involved in putting together these last 4 reunions and every reunion has been a blast. Steve is having to relinquish his position and we are looking for one or more people to help us in planning are next reunion in Hawaii (Around the Sept-Oct 2016 Time frame). THANK YOU and BZ to you Steve for all of the hard work and time you put in to make these reunions happen. One of the most difficult challenges in planning these reunions is trying to get a good head count on who is coming and especially who is planning at staying at the Hotel we reserve rooms for. When a hotel is picked, a block of rooms is reserved at a discounted price. Normally we reserve around 40 rooms and there's a reserve no later than (NLT) date attached to the Hotel and Associations agreement. If a certain amount of rooms aren't reserved by that NLT date, the Association is held liable for paying the difference. We would ask all of you to be absolutely sure you're going to attend before making the statement that you're coming (and then don't show). No shows cause a lot of anxiety and we've been fortunate enough to have just enough people reserve a room at the very last minute (Which has saved our butts in the finance department). So PLEASE, don't make the commitment unless you are absolutely sure. Of course emergencies come up and things do happen. In case you're not aware, Barbers Point NAS was on the BRAC list and closed. All of the Squadrons were relocated to Kaneohe, or in the case of VP-6, decommissioned. By fiscal year 2017, no VP squadrons will be based in Hawaii. The current plans are as the P-3 squadron's return from their last deployments, they will return to Whidbey Island, Washington, where they will transition to the P-8 (Boeing 737) Poseidon aircraft and be permanently based. The association is in need of a volunteer or volunteers to help us in the logistical planning for the Hawaii reunion. It's not a requirement that you live in Hawaii but it sure would be an asset. Part of that planning involves Hotel Negotiations, Excursion Planning, Excursion Transportation and the Dinner. If you are interested in helping or have some experience in this area, please contact one of the VP-6 Association Board of Directors (BOD). In parting, I want to wish you all Happy Veterans Day and a very safe and Happy Thanksgiving!

Regards,

Terry Snyder AW1(NAC/AW) USN Ret.  
VP-6 Association Vice-President  
VP-6 Era November 1982 - February 1987

## **FROM the Newsletter Editors' Desk:**

Aloha Squadron-Mates!

This is your newsletter not mine. I want it to be interesting and fun for not just those who served in VP6, but also for the family members who "stayed the course" while we were in far-away places, doing what the Navy needed us to do. That means, I need input from VP6'ers and spouses. Spouses have a different perspective on the things that happened. ALCON - send me stories, pictures,

details of the events. If it is interesting to you, it will be interesting to the rest of us. Last month at the Navy Ball, a fellow chief stood up and told us his experiences on the USS Forrestal (CV-59) battling the fires to save the ship. Those stories are historical and need to be shared to keep the memories alive. The fun things that happened during our respective tenures are hilarious tales to relive. Send them my way! Any suggestions of topics to add - you got it - send it my way.

### Business Meeting Notes

#### Minutes VP-6 Business Meeting 16Oct15

1	Call to order – 0855	Herbig
2	Pledge	Miller
3	Remembrance: Frank Lueder – Passed in January Siebert Murphy's father passed recently. Remember Siebert at this time.	Ellis
4	Financial Report: Questions: a. Dawn Tourville asked about membership sources b. Bob Azbell talked about Facebook being a place where people are learning about the association c. Don Bailey and Pam Silbaugh talked about posting pictures to Facebook  No Changes or corrections to the Financial Report were noted/requested	Miller
5	Read minutes for last reunion business meeting; San Diego No Changes or corrections	Miller
6	Old business No Old business was brought to the floor	Herbig
7	New business: 2. Ships Store; Woody discussed current merchandise and made suggestions to the membership about new ideas to add to the store. Some of the ideas are: Polo Shirts with VP-6 emblem, Screen print T-shirts, pens, key fobs (Remove Before Flight), belt buckles, travel cups and more. Woody asked for members to give him their ideas for new items. 3. Donation a. Steve Ellis brought up the donation we made to the NAS Barbers Pt Aviation Museum during the last reunion. b. Woodward made a motion to make a \$500 donation; seconded by Ellis. c. Miller noted Dave Masters had also suggested donations to the Ford Island Naval History Museum during the last reunion d. Discussion on Barbers Pt or Ford Island Museum e. Motion amended to designate the NAS Barbers Pt Aviation Museum for the donation. f. Unanimous vote of the membership present to approve the motion.	Herbig Woodward  Ellis





	<ul style="list-style-type: none"> <li>g. Unanimous vote of the membership present to approve the motion.</li> <li>h. Steve Ellis suggested the Northeast for a future reunion, Brian Tourville suggested Boston. Additional sites from the membership include; Denver, Pensacola, Dallas/Ft Worth.</li> <li>i. Miller suggested members research their suggested sites and provide presentations at the next reunion. Supports local coordination to assist the new Reunion chair.</li> </ul>	
8	<p>Elections</p> <ul style="list-style-type: none"> <li>1. Pam Silbaugh volunteered for Newsletter</li> <li>2. Brian and Dawn Tourville volunteered for Membership</li> <li>3. Brian Tourville volunteered for Historian</li> <li>4. Reunion Chair – Tabled to Banquet</li> <li>5. There were no nominations from the floor for BOD positions</li> <li>6. Randy Silbaugh motioned to continue the current BOD for another year, seconded by Doug Hoople.</li> <li>7. Unanimous vote of the membership present to approve the motion.</li> </ul>	Herbig
9	Adjourned – 1025	

## Treasurers Report

Just want to let everyone know we are in great financial shape. Reunion expenses for Nashville were \$8,357, most of which was covered by fees collected from those who attended the reunion. Those expenses included the tour transportation and associated tickets, the reunion banquet and the hospitality room and supplies. There was nearly \$300 in Ship's store sales and we had a record breaking auction collecting \$800! We voted to send a \$500 donation to Naval Air Museum Barbers Point (<http://www.nambarberspoint.org/>) which we hope to tour during the Hawaii 2016 Reunion. Our current account balance is \$11,298. I must say, since the new website ([www.vp-6.org](http://www.vp-6.org)) went up, paying dues, collecting reunion fees and now ordering items from the ships store has improved by leaps and bounds. You can now use a credit card to pay your dues or reunion fees. Unfortunately, it will be a while still before we anticipate being able to pay for Ship's Store purchases online. The website isn't just for making payments though, so I encourage everyone to visit the site and browse around all of the great features we have posted there. So, just a brief note about the next reunion scheduled for Hawaii 2016. Early planning says mark October on your calendar and start thinking about what you want to do there. Send me or any of the other BOD member's suggestions for group activities in Hawaii. We'll be working hard to get the information for the reunion out as soon as possible.

Aloha....

Bo



## New Website

Shipmates,

In order to ensure that all members "stay in the loop", I ask that you go to the website at <http://patronsix.com/> log-in and update your profile. There is a facts and questions (FAQ) to explain how this is done. Click blue tab on the left side **FAQ** and then click the blue tab **Web Site FAQ**, then click "How do I change my contact information?" and finally click the blue tab to guide you through that process. Update your "contact information" if necessary and under that update the new section "additional member data." The additional member data is years in vp6, highest rank in vp6, if you retired, when did you leave the navy, did you serve during certain periods (see list).

Webmaster  
Randy Silbaugh

## Ships' Store Report

Christmas is fast approaching. We have lots of VP6 swag that will fit nicely in a "stocking hung by the chimney with care." If you would like to get your swagger on, just email Stuart Woodward at [patron6store@vp-6.org](mailto:patron6store@vp-6.org) what you want, send him a check (we are still kicking it old school) and he will mail it to you. The top row are patches, as well as, the red one in the second row. The 2<sup>nd</sup> row left and right items are stickers and there is also a coin, covers, and the license plate.



## VP NAVYs' Current Affairs – Beginning of the End for Kaneohe Bay Squadrons

One of the longest-lived military airplanes in Hawaii -- the P-3 Orion turboprop -- is starting to fade away, with the Navy deciding its sub-hunting jet replacements could be more economically based in the state of Washington. Six to eight of the P-3Cs are assigned to each of three patrol squadrons -- VP-4, VP-9 and VP-47 -- at Kaneohe Bay. But when the VP-4 "Skinny Dragons," with up to 340 personnel, deploy in the spring, the squadron that first flew P-3As out of Barbers Point Naval Air Station in 1966 won't be coming back, the Navy said. They'll head to Naval Air Station Whidbey Island in Washington state for transformation to the P-8A Poseidon, a jet based on the Boeing 737 that can fly faster and longer on the maritime surveillance and sub-hunting missions that are still so important to the Navy, officials said.

When the Navy wants to take a look at the controversial island-building that China's been up to in the South China Sea, for example, it's sent a P-8 to do it. Two of the jets were dispatched to search for missing Malaysian Airlines flight MH370 last year. The versatility of maritime surveillance planes, coupled with a desire to keep an eye on long coastlines, has a number of Asian nations lining up to obtain them. The two other Hawaii-based squadrons -- VP-47 and VP-9 -- will deploy at different times throughout fiscal 2017, leaving Hawaii for good and making a similar return trip to Whidbey for upgrade to the Poseidon, officials said. At the end of it all, Kaneohe Bay will be the operating point for a permanent detachment of two P-8s that will perform a Hawaii homeland defense mission.

It will be another end of an era for Hawaii's military, and the retirement in March of VP-9's Aircraft 916 after 42 years of service brought out some wistfulness from the crew that ferried the plane to the giant aircraft boneyard at Davis-Monthan Air Force Base in Tucson, Ariz. "It was an honor to be part of 916's last voyage," Lt. Emily Cordle, a pilot on the "reposition" flight, said in a Navy-produced news story. "The entire crew couldn't help but reflect on the countless missions she has flown, the numerous crew members she has carried, and the endless maintainers that have kept her flying for 42 years." Lockheed Martin said the all-terrain hunter entered Navy service in 1962. The turboprops, with a distinctive Magnetic Anomaly Detection tail stinger, can carry Harpoon, Standoff Land Attack and Maverick missiles, as well as Mk 46/50/54 lightweight torpedoes, according to the Navy.

Changing missions coupled with operations out of forward locations such as Greece, Italy, Bahrain, Japan and Djibouti in East Africa, meanwhile, have made the Hawaii basing less essential. Capt. Steve Newlund, the commodore of Patrol and Reconnaissance Wing Two at Kaneohe Bay, said he sees no strategic detriment to reducing the maritime surveillance and sub-hunting capabilities in Hawaii, because that same capability will be coming out of Whidbey Island. "I'm a firm believer that we have to be good stewards of the taxpayers' money," Newlund said. Instead of three P-8 squadrons in Hawaii and three at Whidbey Island, all six will be co-located in Washington.

The U.S. military increasingly is seeking to use rotational forces, and Hawaii -- with its submarines, ships and expanses of deep blue sea -- provides a great opportunity for P-8 training, Newlund said. "When we do exercises and there are opportunities here, you will see more than two (P-8s) on the ramp," he said. "We will flow this place up just like we would for (Rim of the Pacific war games) or any other exercise." Patrol and Reconnaissance Wing Two is the evolution of Fleet Air Wing Two established at Pearl Harbor in 1937 and with later service at Kaneohe Bay, Barbers Point and Kaneohe Bay again. Since the 1950s, Barbers Point was most famous for its "Rainbow Fleet" -- the patrol squadrons that routinely deployed with P-2 and later P-3 aircraft to the northern and western Pacific, Indian Ocean and Arabian Gulf, according to the Navy.

The squadrons tracked Soviet subs patrolling off the western coast of the mainland and supported operations in the Vietnam and Gulf wars. Developed as a Cold War sub hunter, the P-3 turned out to be just as useful over Iraq and Afghanistan. The planes have powerful radars and an electro-optical surveillance system. At sea, they hunt submarines with sonobuoys and torpedoes. Newlund, a P-3 pilot with more than 3,000 flight hours, said an average mission can include nine to 10 hours of flying. Early in the Afghanistan war, VP-9 flew combat missions day and night, pinpointing targets for fighters and bombers. The "Golden Swordsmen" of VP-47 last month returned from a seven-month deployment and missions that spanned an area north of the Arctic Circle to south of the equator and stretching across the Mediterranean and into the Black Sea. The squadron operated from sites in Iceland, Norway, Poland, Italy, Greece and Djibouti.

The Navy said the planes hunted submarines while flying 200 feet above the North Sea and provided real-time counterterrorism intelligence to special operations forces on the ground in Africa. In 2012, the Navy said it was reconsidering a plan to put 18 P-8A Poseidons at Kaneohe Bay, and instead was looking at consolidating them at Whidbey to save \$300 million. That plan was approved in 2014. "What I think is the most important thing about the P-3 is she's flexible," Newlund said. The plane has "tremendous endurance, and we've been able to modify and adjust and keep the airplane relevant," he said. "It costs money, but that airplane today is just as relevant and revolutionary as it was in the '60s." But the new P-8 "is a game-changer for maritime patrol," he said. "As sad as I am (to see the P-3s go)," he said, "I am just as equally energized that maritime patrol and reconnaissance is something that we're still going to leverage as a Navy (with P-8s), and I think that's the value added. It is fun being in an airplane that has new-car smell." A fourth P-3 squadron exists at Kaneohe Bay, "special projects" VPU-2, which has secretive missions that the Navy does not talk about.



<http://m.military.com/daily-news/2015/10/14/beginning-of-the-end-for-kaneohe-bay-squadrons.html>

### **Blue Sharks Tales- "Hold my San Migeul....!" AWC Paul R. Nicolay USN RET.**

Back in 1970, VP-6 was preparing for deployment to Naha Okinawa. PATWING TWO wanted PAO pics for the pre-deployment brief. Two aircraft were launched. The skipper wanted a nice pic over Diamond Head, and some fill in pics over Barbers Point and air to air. While we were being photographed in PC1, my pilot and flight engineer were strongly encouraging me to press up the ham. I was reluctant at first, but the pilot, (who was the admin officer), assured me that the pics would never see the light of day. OOPS!

As we flew in formation my ham managed to move from the forward observer window to the aft observer window, just to be sure I was on candid camera. I found out the pics were developed and went to see the squadron photog to make sure the pics were gone. Not only was he telling me he thought I should get in trouble, but the pics had already been sent to the CO. I asked the Admin Officer to get the "bad" pics back, but alas he had allowed them to go to the Skipper. He assured me, they wouldn't be used, because we were supposed to use the ones over Diamond Head, so ham pics were only included to have more pics to show the XO. Several weeks later we had the PAO Briefing for PATWING TWO, squadron members, and families. I was sitting three rows behind the

dignitaries as our PAO officer presented the briefing. The pictured popped up. I could plainly see the uncured ham in the forward observer window, it looked huge.....I knew I was in a world of poo pool! Then I heard the Admiral say to the XO, It is a great PAO pic, one of the best I've seen. Too bad there's a "moon" in the window. Please send me pics for my walls ASAP. Well we were into the early part of the deployment when the XO decided to give 8x10 pics to re-enlistees. The first one as I recall, went to an AO3. He was in maintenance control telling the Chief on duty what he had discovered in his pic. I was in the aircrew office, and I heard the whole thing.

To make things right they gave out new pics. Well, the 'HAM' WAS IN THE AFT WINDOW! It WAS DISCOVERED TOO. The XO was very unhappy as he had to destroy over 100 large blowups of the PAO pics. A crew had flown to Japan to present one of the pics to the Japanese Air Marshal one. One was sent to the XO's sister who put it up in her 5th grade classroom and of course the ones sent to PATWING TWO, and local Commander's 16X22" prints made the Ham look very large. I thought about procuring one from the XO's office, but the duty officer had seen me near there, so I decided not to get one.

My pilot was in tears after leaving the XO's ass chewing. He said the XO told him to pay the squadron back for the printing costs. He asked me to help him pay, but I scoffed at that notion as it was he whom put me up to it. Well the shoe never dropped on me, except my behavior was dropped on my eval. The XO and I met in my trainer class in the 14B44 at FASOTRAGRUPAC DET MOFFETT. He was now the CO of VP-31. When the DET OINC introduced the VP-31 Skipper to me, he said he knew me very well, and asked me if I was still taking candid's? I assured him I wasn't any more as I was well exposed already.

That stunt with the PAO pics hurt my pilot's career. For that I am very sorry. The XO became an Admiral. I eventually made CPO very late in my career. My copilot that fateful day gave me his picture of the ham, while he was refresher training at VP-30 in 1991. Thank you Captain. Imagine my surprise when I saw the web site, and was perusing through it when I saw a photo flash. I contacted the web page editor and asked him to email the pic to me. Thank you. I'm very happy my ham pics never exposed the roots shoots and leaves. Whew!

I intentionally left out all the names for obvious reasons. I was in PATRON SIX from 06AUG 69 to JUL75...Was involuntarily extended twice. I had an overall good time in VP-6. Transitioned to helos in 1977, and did numerous DETs and 4 cruises on various aircraft carriers. I retired in 1992 at FASO DT JAX, FL.

AWC Paul R. Nicolay USN RET.





## Featured Photos of the Quarter



Reunion 2015 Nashville at Buzz's House



Blue Shark centerpiece



Panoramic pix of the Nashville 2015 Raffle



1960 Era



1970 Era



1980 Era



1990 Era



Spouses