



PATRON SIX



BLUE SHARKS ASSOCIATION

ESTABLISHED 22 OCTOBER 2003



"SUBCONSCIOUS"
(1924 - 1993)

Volume 1 Issue 7 Mar 17, 2017

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President's Opening

"Flight" to "ALL Stations"

Aloha Blue Sharks!

The NAWLINS 2017 Reunion is approaching fast. It is scheduled for the last week in September 2017. A great hotel has already been selected (on the corner of Canal St and Bourbon St). More than two dozen of our fellow members have ALREADY BOOKED their "discounted rooms" at our hotel (where everything will take place). The hotel is NOW honoring the "discounted room rate" for three days on either side of our reunion footprint dates. Those "extra dates discounted rooms" and any rooms more than the "guaranteed number of rooms," are AT THE DISCRETION OF THE HOTEL, ie. (not guaranteed and the discounted rate is not guaranteed). So, please don't wait to book your rooms! The information on how to book your rooms, both for booking on line and via the "24/7 800 reservations phone line," are now on our website (www.VP-6.org).

Very soon, Randy will be posting the reunion "Schedule of Events" for each day and he will also post the "Registration info." A lot of work has gone into setting up this reunion and it is shaping up to be a good one. What can you do? Make your room reservations NOW, be ready to register for the reunion and the individual events when that becomes available on the website.

The Riverboat Dinner Cruise only has so many seats on it (It is a paddlewheel boat). As of now we have 40 seats reserved. We might get some more seats at this date but as summer approaches...New Orleans tourism is very robust during the summers and in September and October every year!

The bottom line is this: don't wait too long, so you won't be disappointed! And don't forget to keep an eye out for items for the "Raffle Auction." Write down your ideas for the location of our next reunion and any subjects to be discussed at the "Association Business Meeting," like ideas for Woody vis-a-vis the "Ship's Store" and Dawn's "Squadron History" projects. Check with Brian to be sure that "Membership" has your most up to date info. We're all very excited about this reunion. Members are booking our hotel at a rate faster than previous reunions. I don't know what that means, but we did not delay to book our room and we won't delay to sign up for the reunion and daily events, when available (soon)! Cathy and I will be there. We have our rooms already! We hope to see all of you there, too!

Hank Herbig

Vice-President

ALL Engines Ahead FULL

Aloha Sharkmates:

We are all gearing up for the next reunion in New Orleans: 27 Sept to 1 Oct 2017. Plans are being finalized as I write this for the following excursions and activities:

- . Early bird golf
- . WWII memorial
- . River cruise

- . Air Boats
- . Plantation Tour

As always we will have our evening Reception and Banquet. I would like to ask that those of you attending please remember to bring something for our Raffle, which is usually conducted during the Banquet. It doesn't have to be expensive and it makes it even more fun when it's an interesting article. Money received from the raffle goes into our Blue Shark Association fund and helps offset some of the costs involved to make these reunions possible. We hope to see a lot of you in New Orleans, especially those of you attending for the first time. You won't regret going.

One other area I would like to mention is Membership. If you're not a BlueShark Association member, why not? Membership can be annual or Life Time. All information can be found at our official website at www.VP-6.Org then click on "About Us" for details. I brought my 12 year old Grandson along to the 2016 Reunion in Hawaii and he thought it was really cool, So much so, that he asked me for one of our Squadron Ballcaps and even membership. I was very humbled by his request so he is now a Life Time member and most likely the youngest.

Your membership helps the Blue Shark Association from having to ditch. So please become a member.

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

Secretary

Memo's

No minutes this quarter

Seibert Murphy

Treasurer

The Bucks Stop here

Greetings Fellow Blue Sharks!

The golf course I've set up is at the Lakewood Golf Club [<http://www.lakewoodgolf.com/>]. Cost per golfer is \$73+ tax which includes green fees, cart, range balls and full use of their professional practice facility. Rental clubs are available for \$45. We have 6 tee times, room enough for 24 golfers. First tee time is 1030 on the 27th of September. The golf course is located approximately 20-25 minutes south of the hotel. Transportation to the golf event will be on your own. We'll set up a time to meet at the hotel so those needing a ride can hook up with someone with a car. I'm flying SouthWest and checking my golf clubs!! Keep checking the website for updated information.

Bo

Webmaster

Get Your Geek On

The official VP-6 website is <http://www.vp-6.org/>



15216 Add Me To Your Mailing List Member Login

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A photograph of a street scene in New Orleans, Louisiana, featuring a prominent 'Bourbon' street sign. The scene is illuminated with warm streetlights and building lights, suggesting an evening or night setting. The text '2017 Blue Shark Reunion New Orleans LA. September 27 – October 1 2017. Click for more information' is overlaid on the image.

To register for the Nawlin's reunion go to the web address above and click on the "Bourbon" photo. The site is being updated regularly as plans are made and details are etched in stone. Registration will pull checks on 28 Aug 2017. As you are going through the registration process and if you have any issues or any difficulties with the process, please email the webmaster Randy (the most trustworthy name) at WebMaster@vp-6.org Make sure to log in to the website and update your profile while you are registering.

We also have a facebook group - If you're into that sort of thing! Search for VP-6 Blue Sharks



Webmaster: Randy (the most trust worthy name) Silbaugh

Next Reunion

New Orleans Oct 2017

New Orleans update:

The reunion team is working diligently to put together a great and memorable event, especially our New Orleans coordinator, Cathy. As you all know by now our initial allotment of rooms filled up almost immediately. Cathy has been working with the Astor Crowne Plaza to get more rooms. I feel confident that we will find rooms for all that want to attend. For those that have been sleeping and not visiting the website the reunion timeline is September 27th – October 1st, at the Astor Crowne Plaza hotel in the French Quarter at the corner of Canal and Bourbon Streets. The reunion team is still working out many of the details for events and attractions to visit. The golf event is scheduled for a 10:30 tee time on the 27th at the Lakewood Golf Club. In addition to the golf, I for one am interested in the WWII memorial and one of the river cruises – and of course visiting all the great dining and partying places in and near the French Quarter. As we get the events finalized they will be posted on the website. I look forward to seeing everyone and hearing some more “war stories” or just plain old lies (embellishments of war stories) that all old sailors tend to discuss.

I know that it is early but I'd like to have everyone start thinking of the 2018 reunion. At the business meeting in Hawaii we discussed some possible sites and coordinators including: Boston, Dallas, Denver, Seattle (Miller), and Cincinnati (Schneider). I am inclined to add a couple of other places to think about including Tucson, AZ with the P-3 graveyard and Dayton, OH with the air museum. If anyone has other ideas or someone to act as coordinator let us know.

Jim Lamers & Cathy Herbig

Membership

Gam o' Sharks

As of today here are our membership number's

Active: 205

Expired: 98

Pending: 4

Dropped (deceased or duplicate entry): 29

Email Dawn at Membership@vp-6.org if you have any updates to this section. See below link for website remembrance page.

http://www.vp-6.org/content.aspx?page_id=22&club_id=309126&module_id=147410

Dawn Tourville

History

History o' Sharks:

Navy retiring aircraft that hunted submarines, gathered surveillance



After more than 50 years in Hawaii, a fleet of planes that were once considered workhorses for naval surveillance operations will soon be flown for the final time over the islands. Starting in 1964, dozens of P-3 Orion aircraft were stationed across Oahu, first at Barbers Point and then at the Kaneohe Marine base. "It did a number of missions," said retired Navy flight engineer Doug Gillette. "From anti-submarine warfare, shipping surveillance, sea and air rescue, VIP runs." In addition to its surveillance duties, the aircraft also carried weapons. Gillette, for example, spent 24 years flying on the turbo-prop planes, including combat missions over Vietnam and in the first Gulf War. During the Cold War, P-3's scoured the oceans for Soviet subs.

"Besides the submarines out of Pearl Harbor and destroyers looking for them, P-3 Orion guys were out there looking for them as well," said Brad Sekigawa, a historian at the Naval Air Museum Barbers Point. Despite their storied history, the Navy says it is phasing out Orion's for a more modern jet aircraft. "Parts will be sold to foreign nations that still operate the P-3, and the rest will probably be mothballed and then probably later scrapped," Sekigawa said. At their peak, there were about 50 P-3's stationed in Hawaii. A year ago, 1,000 personnel were attached to Hawaii's remaining three P-3 squadrons. The last squadron leaves 01 March 2017, taking 300 sailors and the final four Orion aircraft with it. "It is sad because when you talk about availability and what it can do, it's a great airplane," Gillette said. "It did its job very well," Sekigawa added. After the Navy's P-3 Orion's leave Hawaii for the last time you'll still be able to see the planes. Two decommissioned P-3s are already on display at Barber's Point Naval Air museum.

Article from the Hawaii News Now: February 27th 2017

Brian Tourville

Obit

RIP: Farewell & Following Seas

Alvin Morris Miller: VP-6 1960-1963.

Alvin M. Miller, 73, Wamego, KS passed away at his home Friday, March 3, 2017. Al was born on July 6, 1943 in Colby, KS to Harree and Martha (Stoeker) Miller. Al ran Al's Barbershop in Wamego for over 30 years.



DAVID L. ZINDA: VP-6 1962-1964, YN3

AMHERST JCT., WISCONSIN

Age 74, passed away on Wednesday, February 15, 2017 at Ministry Saint Clare's Hospital in Weston, WI. He was born July 5, 1942 in Stevens Point, WI. David was employed at UW-Stevens Point for twenty years. He was also employed by the US Post Office, retired from the US Navy, and loved his farm. David enjoyed entertaining people and inviting them for a drink at "Dave's Bar". TEDA MOSH! The VP6 Ballcap says it all.



Newsletter Editor's

GIGO

Aloha Blue Sharks (BS),

- Thanks to the sharks who have emailed me their shark tales! 🦈🦈🦈🦈
- If you have a story to share (now that you've hopefully sobered up enough to remember the details), send it my way.
- If you uncovered a squadron related pix that you just dug out of your dusty old attic while looking for garage sale items, send it my way.

Seriously though, many of you have saved old passes, chits, and other cool documents from back in the day. First, hide any sensitive information to protect the innocent or you, and then scan the paperwork and email it to me. If it is interesting to you, it will be interesting to the rest of us. Any suggestions of topics to add - you got it - send it my way to Newsletter@vp-6.org

Newsletter Editor
pamisil

Ship's Store Report

Woody's Walmart

If you find yourself asking "How can I get some VP-6 gear?" The answer is to visit the website and check out the ships store, then email Woody at patron6store@vp-6.org Tell him what you want, send him a check (we are still kicking it old school) and he will mail your gear to you. The top row are patches, as well as, the red one in the second row. The 2nd row left and right items are stickers and there is also a coin, covers, and the license plate. He added golf balls, polo's and a jacket to stock.



Shark Tales

THE MIG's INTERCEPTION

LTJG David Masters was PPC of PC-12, a P2V-5FS, an aircraft that had two propeller engines for takeoff for cruising and for endurance. And it had two jet engines for higher altitude performance and for dash capability in case of escape and evasion. On this winter deployment to Iwakuni, Japan, the weather was very bad, quite often the visibility was near zero and snow. We flew flights in the Sea of Japan next to Vladivostok, Russia. They were intelligence gathering missions to update the Electronic order of Battle, referred to as Mike flights. The pattern we flew, about 20 miles off the entrance to Vladivostok harbor, was a bow tie pattern. Every so often we were instructed to light the jets and turn and dive headed towards Russia. This would cause the radar sites scattered along the coast to come into operation and we could obtain the location, frequency, pulse width and other statistics about each radar site. Then we would return to our 20 mile out bow tie pattern.



On one of the flights flying off of Vladivostok, I received an encrypted defense condition warning message that translated to, the enemy is launching aircraft to shoot you down, take evasion. So I dove into the clouds, thinking I could give them some difficulty in locating me and I proceeded to cross the Sea of Japan in the clouds, with the intent of returning to Iwakuni, but the clouds ran out. At this time one of the crewmembers saw that we had three Russian MIG aircraft approaching, one took up a position above me at about 10,000 feet, and one off each wing tip about 200 feet. They were giving me hand signals that indicated they wanted me to turn to the left and obviously they were going to escort me to Russia. And if I did not obey they kept pointing up meaning the aircraft behind me would shoot me down.

I thought about this for a few minutes and informed all crewmembers of what was going on and what my course of action was going to be. All of them, to a man, agreed and said go ahead. I couldn't out run them, and it would be difficult to get away from them and I didn't have any weapons to engage them. So my decision was to slow the aircraft down gradually reducing power, gradually adding flaps,

dropped the gear and got the plane as slow as I could. The MIG jets on the wing tips were trying to duplicate my flight maneuvers and stay with me. They couldn't fly that slow so they were wobbling around about to stall and fall out of the sky. At this point I made a power addition so I wouldn't stall and initiated a hard turn into the aircraft on my left. His immediate response was to turn away to avoid collision before he realized how close he was on the stall envelope and so his aircraft stalled and down he went.

Confusion ensued with the remaining aircraft adding power and starting to pull away, with I am sure, the intent of returning and shooting us down. The one on the right wing was cleaning up and the one on top had passed us increasing speed to regain maneuverability. So as fast as I could I lit the jets, raised the gear and cleaned the aircraft up and dove into a cloud bank making a dash for the water and turned towards Korea, thinking they would expect me to head straight across the Sea of Japan as we usually did after completing a Mike flight. Russia launched several other groups of other MIG aircraft headed over the Sea of Japan looking for us. Lucky for us the cloud cover continued and a Korean GCI operator, hearing all the chatter from the Russian aircraft understood what was going on and started speaking Russian counter directing every order the Russians gave and totally confused them all assisting us greatly in our escape.

We made it back to Iwakuni, Japan. We reported to the Wing Commander for debriefing. The Wing had been on our radio frequency the entire time and had a good understanding of what had happened. After the entire crew debriefing was over, we were all advised to not talk to anyone about this event, the crew was dismissed and the Wing Commander asked me to stay. We had a long talk about what had happened. When the discussions were over, the Wing Commander said "You know this did not happen and no one will ever know about it and you or your crew will not receive any medals, but Very Good Job, we got one of those B-----ds!"

Very close call but, the guardian angel brought us home again.
By Dave Masters

Featured Photo of the Quarter

