



PATRON SIX

BLUE SHARKS ASSOCIATION

ESTABLISHED 22 OCTOBER 2003



"SUBCONSCIOUS"
(1924 - 1993)

Volume 1 Issue 7 Dec 26, 2016

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President's Opening

"Flight" to "ALL Stations"

Aloha "Sharkmates" (Pam Silbaugh recently coined that term and it is appropriate),

We are all home now from our Hawaii Reunion. What a great time it was! We all owe Bo and Lou Ann Miller "a warm thank you" for stepping up to make our recent return to Hawaii a very big success! Cathy and I had a wonderful time with our friends (old and new) and everyone who has commented to me, has had the same sentiments.

For those of you who could not make it to Hawaii, here is a brief synopsis:

Day One: Cathy and I rented a car on our "free day" and drove up through the center of the island to Millilani Town, Haleiwa, Waimea Bay, the Bonsai Pipeline, Sunset Beach, the Turtle Bay complex, the Polynesian Cultural Center, and a nice view of "Chinaman's Hat" island. We took the Liki Liki Hwy - Wilson Tunnel through the Ko'olau Mountains before ending our day back in Waikiki.

Day Two: Was the association (PSBSA) trip to Pearl Harbor. There, we visited the USS Arizona memorial, the USS Bowfin, the USS Missouri, the Pacific Air Museum and Ford Island. We ended the day back at the Hale Koa Hotel with a big Luau and Polynesian show of hula and fire dancing.

Day Three: Was the association trip to MCAS Kaneohe. On the way, we saw the National Cemetery of the Pacific (Punchbowl), Hawaii Kai, the Blowhole, Sandy Beach, Koko Head, Hanauma Bay, Makapu'u Point, Bellows Beach, Wiananalo, and Kailua via the Kalanana'ole Hwy ending up at MCAS Kaneohe. There we were greeted and briefed by COMPATRECWINGTWO staff personnel before being hosted in a P-3C aircraft on the flight line by VP-9 personnel. The drive back allowed a stop for photos at the Pali Lookout. It was very very windy but fun trying to stay on our feet up on top. Upon return to the hotel our annual PSBSA Business Meeting was held (more on the meeting later). Mongolian BBQ and fireworks on the beach nicely topped-off this day in the Hawaiian trade-winds.

Day Four: Was the association trip to the former NAS Barbers Point, now Kapolei/Ewa Airport. There we were hosted by the Barbers Point Air Museum in their static P-3C that is still painted in 1962-3 era VP-6 Blue Shark colors (see the photos within). This was a VP-9 aircraft that painted for the Centennial (100th birthday) of Naval Aviation. Many of you had your photos taken in front of this aircraft at NAS Jacksonville a few years ago, back when it was still flying with VP-9. Photos were taken at the "Rainbow Hanger" and we briefly visited the CGAS Barbers Point/Kapolei. We drove by the Iroquois Point and Makakilo areas, known so well for many of us. To end this day we conducted our "World Famous Blue Sharks" Raffle/Auction at our Social Hour/Banquet. In previous auctions, we've had some entertaining Blue Shark "characters," great stuff auctioned off, and increasing fund collections. With that, and nearly everyone having to travel by airline, I had my doubts as to how good this reunion's auction could be. I needn't have worried. I am told that the funds collected were indeed good and certainly everyone appeared to be having the usual great time!

That was our reunion. It was, well, "World Famous!"

Significant takeaways for each of you from this year are as follows;

- We had more of our Sharkmates go on the "eternal cruise." We miss them!
- We still pledge allegiance to our flag and our country!
- For the first time that I can remember, every volunteer position in our association is filled with Sharkmates who gladly and unselfishly do unpaid/volunteer work for all of us! New volunteers were Cathy Herbig (2017 New Orleans Reunion Coordinator), Jim Lamers (Reunion Committee Chairman), John Schneder (potential Cincinatti Reunion Coordinator), and Tom Mullins (future Treasurer).
- We have four "potential" (to be determined at future meetings by the membership) and CONFIRMED reunion sites WITH Reunion Coordinators IDENTIFIED, who are willing to do the significant work required to carry out a successful reunion.

These are:

Cathy Herbig- CONFIRMED October 2017 New Orleans, LA ('NAWLINS),

Bo Miller- "potential" Seattle/Whidby Island, WA,

John Scheder- "potential" Cincinatti, OH,

Hank Herbig- "potential" Pensacola, FL.

Other reunion sights were discussed, but no others were "attached to a willing volunteer" (Reunion Coordinator).

- FYI, Mike Fontenot says we are eligible for free National Park access cards and free/discounted state park access cards with our DD-214 or military ID cards. Contact Mike for specifics.

SO HOW IS OUR ASSOCIATION DOING?

- Our new website (www.vp-6.org) is up and working. Virtually ALL association business from email, stories, newsletter, members info, history, By-Laws, reunion registration and info, ships store, and well just about everything. Randy has the website helping with "everything else." He's into everything, like an octopus. He's got it really going on.

- Treasurer's stuff is getting done and is becoming exponentially better and better. Bo has done much to help our financial matters.

- "Subconscious" is, without fail, coming to you quarterly now. Send your thanks, inputs, stories and photos to Pam.

- Your squadron history is actively being corrected and updated. Tell Brian if you have inputs, changes, or updates for our squadron history. After all "it is our history/our story" and we want it recorded and passed on accurately and properly!

- Your membership is growing from an "ever-shrinking base" and the membership list is always being updated. Tell Dawn about your family members. I'm told that will become more important in the future. Update your contact info on the website (www.vp-6.org). This is very important, for obvious reasons.

- Your Ship's Store is improving with more items available for you to purchase. Tell Woody if you have ideas for "new items" for the store.

- Another, but minor, By-Laws update is in the works for next year. I can therefore report to you that your PATRON SIX BLUE SHARK ASSOCIATION (PSBSA) is in good and improving health- thanks to the efforts of a few of your Sharkmate volunteers!

Mark your calendars, 'make a hole' in your schedules, and start your 'savings jar' for our next PSBSA NAWLINS' Reunion in October 2017! Come ready for some jazzin' and some smooth Hurricanes and dancing at Pat O'Brien's and we'll see you there!

PSBSA President - Hank Herbig

Vice-President

ALL Engines Ahead FULL

Ditto, what Pres Says!

Terry Snyder AW1 (NAC/AW) USN Ret.

VP-6 Association Vice-President - Era November 1982 - February 1987

Secretary

Memo's

Ditto, what Vice-Pres Says!

Seibert Murphy

Treasurer

The Bucks Stop here

Greetings Fellow Blue Sharks,

Looking forward to seeing everyone in New Orleans!

Treasurer,

Bo

Webmaster

Get Your Geek On

If you have any issues or any difficulties with the web site or suggestions for improvements, email the webmaster at WebMaster@vp-6.org

Make sure to log in to the website and update your profile next time you log in. The website is going through some improvements, so stay tuned for better functionality!

Webmaster,

Randy Silbaugh

Membership

Gam o' Sharks

No new information.

Dawn Tourville

History

History o' Sharks

No new old information.

Brian Tourville

Next Reunion

New Orleans Oct 2017

My name is Jim (James) Lamers and I have been elected as the Reunion Chairman. As a relatively new member and I have not met much of the membership let me say it is a pleasure to be part of the "Blue Sharks" association and meet the VP6 alumni from the 1950's through the squadron decommissioning. Heard lots of great sea stories about the aircraft and deployments. As a note, I served in VP-6 from 1967/70 flying the P3A birds as an AT and then AW when it came out and made two Westpac (Naha & Sangley Point) deployments. I left VP-6 as an AWC and went to PATWING Two for the next five years.

The reunion in Hawaii was my first and it was a great time, but also sad to see what has happened to Barbers Point. As the Reunion Chairman, I would like to make the next Reunion in New Orleans as good or better than any of the previous ones. Many of you have spent time in New Orleans and I am sure you have some good tales and know some great places to visit, if so let the committee know so we can see if it can be fit into the schedule. The first on my list is to visit the WWII museum, and as a football fan, I hope that the Saints are in town either before or after so those who want can attend.

Hopefully by the next newsletter we will have some solid information to put out regarding the specific dates in October 2017, the hotel(s), and what some of the activities will be. As New Orleans is centrally located to both coasts, let's have a great time meeting all our "old" and "older" Blue Shark shipmates.

Jim Reunion Chairman

Obit

RIP: Farewell & Following Seas

No RIP's to report since the October 2016 Reunion. If anyone has any to report, let us know the details!



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, scan and email them to me.

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 - Pamela Silbaugh

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, Polo's and a nice Jacket/Windbreaker.



Shark Tales

Maintenance Problem and Spouse Miss-Interpretation of Issue at Hand P-3B Mod Transition

In late November 1977, our crew had completed the B Mod transition at VP-31 Moffett. We were all ready to return to Barbers and be with our families again, not to mention Thanksgiving was rapidly approaching. This morning was fairly cool outside, but not real cold probably in the upper forties or lower fifties; the FE checked the outside air temperature (OAT).

During preflight one of the items the FE had to do was check the windshield heat, he turned it on and low and behold the left main windscreen panel cracked from top to bottom. The plane was down now, and it would be at least a day before we would depart. The crew and the maintenance guys with us now had another night to stay at Moffett. We've all had to be in worse places though for maintenance issues or other delays. It wasn't that bad of a deal.

In Barbers, I had always instructed my wife to call the duty office to confirm our arrival time when we were scheduled for a report from the mainland or other long transit, if I was able to advise her of our schedule or flight. She called, and of course the ASDO and SDO were busy doing other tasks; so she spoke to a young Airman who was the Duty Driver. She asked if he had an (ETA) estimated time of our arrival. His response to her was prompt; "They won't be back today, the plane went down at Moffett." My wife was quite alarmed at this response. She asked him if the crew and I were ok. He said; "Yes, they're fine the plane just went down at Moffett is all." By this time the SDO was off the phone; and he asked the Airman who he was talking to, he replied AW-2 Wertz' wife. The SDO immediately took the phone to alleviate the confusion. The lesson the Airman learned; be careful with aviation common terminology when talking to someone who is not working in an aviation field. My wife is Vietnamese and had only been in the US for around three years then so her perceptions and understanding of English phrases and especially aviation terminology was not that great. It was worth a good laugh over all. I was told that the SDO told the Ops O who in turn told the XO, and this was brought up at an AOM and a discussion and an SOP issued about handling calls from spouses and ETA's of repo flights, and with no information to be passed if a tactical mission.

By,

Gary R. Wertz, AWC RET

THE YO YO - IT'LL GET YOU HOME

In July 1962, Patrol Squadron Six, flying out of Johnston Island in the Pacific during project DOMINIC, was assigned a reconnaissance Track of 1,775 miles in length. This flight was scheduled for Crew-12 in PC-12 BUNO number 128419. The PPC was LTJG David Masters. During flight planning I notified the CO that during this flight, at or near the end of the track, we would be operating in a No Return Area. Our CO informed the overall Air Force commander that the track that we were assigned was taking us out into the area of No Return. In other words, the distance out was more

than half way and the aircraft could not return if any malfunction took place that resulted in lower ground speed or higher fuel consumption. The Air Force said it had been considered and with their assets they had to cover the territory anyway.

I had just returned from Los Alamitos, CA with PC-12 just out of overhaul and my crew and I were very happy with the aircraft's flight characteristics and fuel consumption so away we went. We were out near the end of the track when the number one engine caught fire. The flame was intense. I immediately shut the engine down. The flames seemed to be subsiding so I did not discharge a fire bottle. I closed up the nacelles and dove the aircraft to blow the fire out. Having gone out that way, I assumed the fire was a gas fire as it burned out very rapidly. An oil fire would have persisted a little longer. However, in a few minutes the engine was on fire again. This time I dove to put it out and it wouldn't go out. I secured number one engine and expended a fire bottle and got the fire out. We continued on at a fast air speed to get as much air through the engine as possible to cool the engine down hoping we wouldn't get a re-light and everything seemed to be okay. But we were in jeopardy of not making it back to base. Expecting that we might have to ditch and dispose of classified material, I had set up maximum range configuration and had ordered the crew to be prepared to start throwing out equipment that was unnecessary. We logged the serial numbers and part numbers and kept a good record of what we were doing. I notified the crew that only on my order would the equipment be thrown into the ocean.

I was concentrating on how to get the maximum amount of power per pound of fuel and mile per pound of fuel out of the aircraft as I possibly could. At this time the number two engine caught fire. We had two jets in addition to the two recipes but if you lit the jets you would be out of fuel in a short time. So there was no chance of the jets powering the aircraft home and the number two engine had to be shut down. So I lit the jets and placed them in idle as a precaution in case engine number one was to catch fire again and restarted number one engine for sustained hydraulic pressure then shut the number two engine down and got the fire out. This time we did not get a re-light on that engine so after a few minutes we assumed it was cooled down enough we would not get another fire. We were flying on number one engine and jets in idle, but without any chance of getting back home in this configuration. The plane captain had immediately done a calculation and told us how many hours and minutes of fuel we had and, of course, with the ground speed I could see immediately we were not going to make it back to Johnston Island.

I thought "YO-YO" and started a climb with military power of 2,500 rpm and 45 inches of manifold pressure on number one and 100 per cent on the jets and climbed to an altitude of 12,000 feet which was all I could get comfortably without expending too much fuel. Then I secured the jets and established a maximum range glide of about 132 knots. We looked at the fuel consumption and knew that this was not going to help enough to make it back home so I reduced number one engine power as needed for the weight and airspeed, then adjusted the fuel mixture to ten percent lean. As we approached 1,000 feet we opened the doors to the jet engines, they wind milled up and I started them and they fired off okay. I went to military on number one and full power on jets and climbed to 13,000 this time and then shut the jets off immediately and took our glide again with the appropriate power setting and ten percent lean. We continued to do this and each time we climbed higher, now

14,000. Our navigator was predicting a point of impact in the water for fuel exhaustion that was closer and closer to Johnston Island. But we were still not going to make it.

We continued this procedure several more times and each time it looked more and more like we might make it! When we could see we had a chance, I started the jets and put them in idle for safety. We eventually landed on Johnston Island and rolled out to the end of the runway and coasted onto the taxiway. At that time, the jets flamed out. The investigation was conducted and they determined that there was only $1\frac{1}{2}$ gallons of fuel above the standpipe for the heater which was an absolute reserve of 38 gallons for crewmember heat in case of cold weather ditching. So we made it to Johnston Island with essentially zero minutes of fuel remaining. Again the guardian angel brought us in.

I was aware of this emergency procedure from a pilot's discussion and briefing in the squadron about adopting this procedure which caused one of the pilot's to comment "boy that's up and down like a YO-YO." This procedure, as I remember, went from squadron to squadron until the fleet adopted it and then both fleets and it was a standard all Navy procedure for emergency at least in the P2V's.

It was later discovered during engine inspections and repair that both engines had been issued in NARF Alameda without "O" rings in any of the inserts in either engine. We had flown PC-12 on the exception test flight at NARF Alameda then back to Barbers Point, on three ASW flights, then to Johnston Island on several operational flights out of Johnston Island and finally on the above Project Dominic flight before the metal to metal connections loosened up enough to cause the fires.

David R. Masters - CDR USN RETIRED
VP-6 1959-63 P2V-5FS and VP-6 1969-73 P3A

Photos of the Quarter



C-130F_and_P-3Bs_of_Patrol_Wing_2_at_NAS_Barbers_Point_1970s - Gary Wertz



Hawaii 2016 Reunion VP-9



Cruise Books from back in the days 2016



The old Hangar at Barber's Point 2016



The Golf - Gang Hawaii Reunion 2016



Sharkmates Hawaii 2016