



PATRON SIX

BLUE SHARKS ASSOCIATION

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"Flight" to "ALL Stations"

Newsletter President's Opening

Aloha Blue Sharks,

Welcome to YOUR 1st QTR 2016 Edition of YOUR Newsletter "Subconscious!"

We are getting excited about our Patron Six Blue Shark Association 2016 Reunion in Waikiki, Honolulu, Hawaii! Thanks to much and continuing hard work by a very few members on YOUR Reunion Committee, we are getting closer to being there. "IT IS NOT TOO EARLY to make your HOTEL, AIRLINE, or REUNION REGISTRATIONS!!!" If you wait until late June it will cost you so much more and you just might not be able to do it. This is not like reunions on the mainland!

Okay, so you are now forewarned.

Please visit the new website @ vp-6.org. All of the details are there and you can register for every event. Please note that some events are in or transportation leaves from the Hale Koa Hotel or the Luana Waikiki & Suites (where our Hospitality Room will be located.) You can stay in any hotel you wish to.

Don't forget to bring stuff for the always fun and very popular **Auction!**

For the tours, please read carefully the disclaimers about bags and knapsacks and such.

If you are planning to bring underage guests or family members, please note the ticket prices listed on the website. If you have questions or concerns regarding your guests or pricing, please contact Bo Miller for answers to your specific questions.

Think about what you would like to discuss at our annual PSBSA Business Meeting. Thanks to Pam Silbaugh YOUR newsletter is coming to you quarterly. Submit articles and other inputs to Pam for YOUR quarterly newsletter. Another rework of YOUR By-Laws is coming. Bring your ideas to the PSBSA Annual Business Meeting. How do you like YOUR new website? Randy has it charging along making a lot of our mundane business tasks much easier. If you have a suggestion on how we can improve it, tell Randy. One thing the website does is make the membership/dues jobs easier. There is still a lot to do, but it is much easier. We'll see if the membership participation is up by the attendance in Hawaii. Research is being done now on updating our squadron history. Tell us if you know that something needs to be factually changed.

The job Passdown Logs and Job How-To's are being sketched out. Reunion Committee Chair is complete, thanks to Steve Ellis. And lastly, "Has anybody seen the neat new stuff "Woody" Woodward has been adding to the Ship's Store on the new website?" Wow, you need to see that new gear. If you think of something he can add, tell Woody.

Yup, I'm fired up for Hawaii. Cathy and I have airline and hotel reservations done. We're just waiting for October to get here, so we can go get the windward and maoka showers with the soft trade winds and the crushed shell beaches and Don Ho music at the Luao. Can't wait! See you there,

Hank Herbig

***** Again, DO NOT WAIT! REGISTER, SIGN-UP, BOOK...NOW-NOW-NOW! *****

ALL Engines Ahead FULL:

Aloha,

As most of you know by now Registration is in full swing now for the Blue-shark reunion in Hawaii in October. For those of you staying at the Hale Koa and who plan on renting a car, the parking garage just down the street from the Hale Koa offers a reduced rate for Hale Koa Guests. You must be checked in to the Hale Koa prior to parking. The last time I looked, the rate was \$7.00 per day for Hale Koa Guest.

For those of you not renting a car, some shuttle sites have been posted in the reunion section at the VP-6 website. I am providing some information that might be useful upon your arrival at Honolulu Airport.

Web site to Honolulu Airport: <http://hawaii.gov/hnl>

Arrival Information:

Passengers arrive on the second level of the Overseas and Interisland Terminals and the ground level of the Commuter Terminal. Signs will direct you to Baggage Claim, Ground Transportation and intra-terminal transportation.

Visitor Information Booths are located in gate areas and baggage claim to assist arriving passengers.



Car Rental Overview

Six rental car companies, Advantage, Avis, Budget, Enterprise, Hertz and National are located on airport. Four others provide off-airport car rentals. Registration counters are located in the Baggage Claim area. On airport rental car offices are located on the ground level opposite Baggage Claim G.

Car rental shuttles stop in designated areas along the center median on the ground level outside of baggage claim areas.

All HNL airport car rental companies have their cars located off site from the Honolulu Airport. Wait outside for your Honolulu car rental company shuttle and they will transfer you to the off-site location. You do not need to call them for pickup.

This will most likely be the last reunion we have in Hawaii for a long time. All Hawaii VP squadrons will eventually be moved to Whidbey Island, WA as the transition from the P-3 to the new P-8 Poseidon. Hopefully, you can make this reunion because it might be your last chance to get on-board a P-3.

Looking forward to seeing everyone again.

Regards,

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

Secretary's Notes:

There are a few things that the members should watch for pertaining to the October 2016 Reunion in Hawaii:

- Registration - register early so that we can get an accurate count
- Emergency contact - if desired let us know a point of contact in case of an emergency, and/or if there are any special accommodations
- Food - if desired let us know pf any special dietary needs and/or foods to avoid

Siebert Murphy

Treasurers' Report:

Aloha Blue Sharks!

Registration for the 2016 reunion in Hawaii is open! Time to get onto www.VP-6.org and register. Our financial situation has been steady since the 2015 reunion and we're in good shape for the upcoming reunion. We welcomed 13 new lifetime members in 2015 and to date another 4 in 2016. New annual memberships continue to flux as reunions come and go. Membership dues go to help the association plan and put on reunions, maintain our website and more. As in past years,

association members receive a break on reunion registration fees and have full access to the website.

Our best fundraiser every year is the Blue Shark Reunion Auction. A great opportunity for everyone attending the reunion to bring something they think other attendees would appreciate or just can't live without, to donate to the cause. This year, we should remember most of us will be flying in and whatever we bring or take back with us will have to be packed into our luggage. Let's keep the fun going.

We continue to see good sales from the ships store. Woody has added Golf shirts and Windbreakers to the inventory and is continuously looking to add additional items for sale. Keep an eye on the ships store for your official BLUE SHARK memorabilia. We learned there is a company out there selling cheap knock-offs of squadron patches and other swag. Make sure your getting your merchandise from the ship's store located on the [VP-6 Association website](#).

Looking forward to seeing everyone at the reunion in October! Remember, we are getting a 20% discount on current hotel rates from the Aqua-Aston hotel group and the best rates for the Hale Koa are going quickly. Go to the [VP-6 Reunion Hotel information webpage](#) to get all the details.

See you in Hawaii!

Bo Miller

New Website:

As you are going through the registration process, if you have any issues or suggestions for improvements to the process or the site, email the webmaster at WebMaster@vp-6.org Make sure to log in to the website and update their profile while you are registering.
Randy Silbaugh

Ships' Store Report:

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 it 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.



VP NAVYs' History:

First VP-6

Lineage:

Established on paper as Patrol Squadron SIX (VP-6) on 29 May 1924.

Removed from the records on 3 May 1926.

Squadron Insignia and Nickname: None on record.

Chronology of Significant Events:

29 May 1924: VP-6 was scheduled for establishment using naval station assets (two F-5L seaplanes) at NAS Hampton Roads, Va. Prior to the designation of patrol squadrons, 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. Unfortunately, documentation does not exist to verify that this squadron was actually established. It appears to have been a paper squadron listed in the records, but never formed.

3 May 1926: VP-6 was removed from the records.

Home Port Assignments:

<i>Location</i>	<i>Date of Assignment</i>
NAS Hampton Roads, Va.	Scheduled for 1924

Commanding Officers:

Date Assumed Command

Not known if any personnel were assigned.

Major Overseas Deployments: None

Wing Assignments: Not applicable for 1920s time frame.

Unit Awards Received: None on Record

Aircraft Assignment:

Type of Aircraft

Date Type First Assigned

F-5L 1924



From Brian and Dawn Tourville

Pulled this from the VP6 facebook page because it is so stinking cool



VP-6. Blue Sharks. Pacific 1976-1977. Picture from a Soviet ship "Spassk".

FROM the Editors' Desk:

Aloha Squadron-Mates!

I want to thank those that sent input for the newsletter. Be sure to send me stories, pictures, details of any VP-6 events. If it is interesting to you, it will be interesting to the rest of us. The fun and life changing events that happened during our respective tenures are fascinating tales to share. Send them my way! Any suggestions of topics to add - you got it - send it my way. Thanks to Brian and Dawn for the history data, board members for their input and all the hard work putting this reunion together, and Douglas Hoople who sent me a series of articles and documents he was personally working with regarding a downed VP6 P3 from 1971 resulting in the death of one of our own - Ned Pillow Cooper. This series will be unveiled over the next several newsletters. Great work Douglas, and we are grateful you are with us today to tell this tale and to fight to get.....read on to see what happened under the Blue Sharks Tails Header on the next page.

Newsletter Editor
pamisil

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

Splashdown

Under clear skies with visibility over 15 miles, winds 070 degrees at five knots, the patrol plane commander and his copilot—lieutenants with 800 and 500 hours, respectively, in type—and a crew of 14 manned their P-3A *Orion* for a 12-hour mission.

It was planned to use water-alcohol injection on the engines for thrust augmentation during takeoff, and the system was turned on during completion of the takeoff checklist. The engines operated normally during start, taxi and takeoff roll.

Airborne, the pilot began a left turn, and in seconds a loud surging sound was heard from the engines, accompanied by indications of over-temperatures on all four engines.

The flight engineer retarded the power levers but turbine inlet temperatures remained the same. Almost immediately there was a series of explosions—from the right side of the aircraft.

The flight-engineer-under-training, who was standing behind the flight engineer, called out a power loss on number three engine. (The flight engineer also noted the loss.) The pilot ordered number three feathered and the flight engineer complied, at the same time reporting RPM on number two engine at 66 percent.

The *Orion* wasn't responding to the controls and this combined with the off flags indicated a total electrical failure. While the aircraft continued to turn left, the pilot ordered number three engine restarted—no luck, no electrical power. Estimated maximum speed by this time, was 140 KIAS.

The P-3 began settling toward a ridge and the pilot applied maximum available power and raised the nose in an attempt to clear the ridge; he did—by a mere 100 feet.

As the aircraft continued its left turn, descending, the plane commander, realizing the flight would have to be aborted, leveled the wings and gave orders to ditch.



The descent continued at an estimated 200 to 300 feet per minute and seconds before impact the pilot rang the command ditching bell (battery operated) to warn the crew.

The aircraft hit the water, wings level, slightly nose high, approximately 1,000 yards from the approach end of the runway. It stayed partially

afloat about five minutes. Then it sank.

Fifteen crew members left the aircraft; one was fatally injured upon impact.



Grampaw Pettibone says:

Sufferin' catfish! I don't believe it! This one really has my dander up! Know why the engines failed? The water injection system had been serviced with a mixture of water injection and dry cleaning fluids. Ain't that grand!

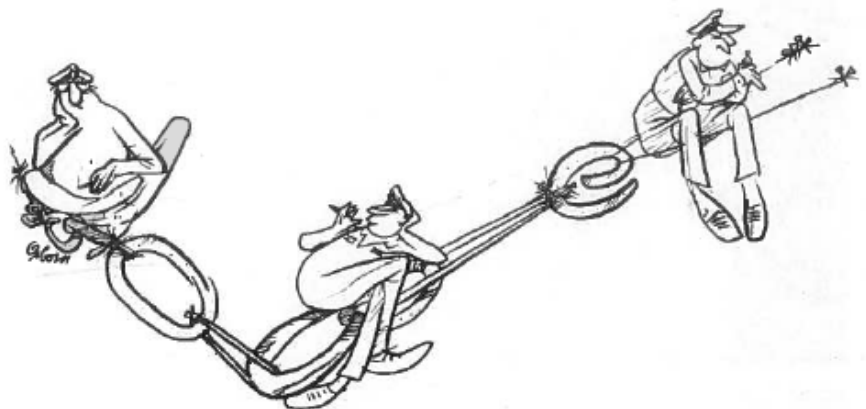
Over the years, I've been criticized for being "too tough on the supervision angle of an accident." You're danged right, I am!

Look at the circumstances of this fiasco: Drums of dry cleaning fluid delivered instead of the alcohol ordered. Signed for by a supply petty officer who didn't check. Placed in a dark area where alcohol is normally stored, again without checking. Later used to service the aircraft — you're right — without checking.

Who ya goin' to blame? The lad who serviced the aircraft? Horsefeathers.

This costly accident involved so many supervisors — it's pathetic. The supply activity which sent the wrong merchandise, the squadron supply officer who accepted the wrong merchandise without checking, and the line supervisor who didn't check — and more. There were just too many places that this "chain" could'a been broken.

Look what all that "not checkin" cost — a life and an aircraft.



ILLUSTRATED BY *Osborn*

Featured Photos of the Quarter:

