

VP-2- The Neptune

Volume 1, Issue 16
December 2008

A MESSAGE FROM THE PRESIDENT

For those who were unable to join us in San Diego in September, you missed a terrific VP-2 reunion. I know there will be more said about the reunion in this newsletter, but I want to add my thanks to Dave and Phyllis Krogh and the whole reunion committee for all they did for us in San Diego. I know you're tired of hearing it, but our Association can't do anything without the volunteers needed to get the work done. Next time we ask for volunteers, I hope you will pitch in and do your share for the good of the Association.

At our reunion business meeting, the members voted to confirm Milt DeBuhr as a new member of our Executive Board, replacing Bill Haeckler. Milt assumes the position as a Director on the Board. Joe Ryan and Joe Chroma have also asked to be relieved from their Board duties, so I have appointed Jim Welch and Dino Vlahakis to serve out the remainder of their terms of office. Jim is a Director and Dino is now the First Vice President of the Association. Thanks to Jim and Dino for volunteering to serve. See

how that works? It's easy and painless!

Doug Donohue gave a briefing on the state of our Association treasury, and a proposal to donate additional money to the MOAA scholarship fund with contributions that had been donated to the Whidbey Patrol Squadron Memorial. This was a \$25K donation in addition to the \$25K that was voted on and approved last year. Look for Doug's article in this newsletter for the details of these donations.

Also at the reunion business meeting, the members voted to hold the 2010 reunion in Pensacola, FL. We have two volunteers to serve on that reunion committee so far, and we're looking for more residents of the Pensacola area to serve on the board, and for one member to volunteer to head the reunion committee. Thanks to Harry Herman and Jim Summitt who were the first to agree to work on the reunion committee. Vic Gulliver has an article in this newsletter discussing the decision to go to Pensacola in 2010. Al Hall has an article about cruising either as an add-on to the Pensacola reunion for those

interested, or perhaps as *the* reunion site for 2012.

We announced in the June 2008 newsletter that a former VP-2 Commanding Officer, CDR D. P. Lanaghan had passed away. Many of us knew CDR Lanaghan during his two years in the squadron. At our reunion business meeting, Joe Lapham gave a moving and heartfelt eulogy for CDR Lanaghan that was greatly appreciated by those who knew and respected him as a uniquely qualified naval aviator and an exceptional leader.

Our men and women in uniform continue to perform admirably in Iraq, Afghanistan, and many other hot spots around the world. We are thankful for their service and grateful for their sacrifices that keep us free and safe in these difficult times. We hope and pray for their continued success and safe return home after their duties are accomplished.

Lois and I wish you all a most enjoyable holiday season.

Floyd D. Palmer
Association President



Officers:

President – Floyd D. Palmer

1st VP – Dino Vlahakis

2nd VP – Al Hall

Director – Vic Gulliver

Director – Milt DeBuhr

Director – Jim Welch

Secretary/Treasurer –

Doug Donohue



SAN DIEGO WAS “GREAT” IN ‘08!! BY DAVE KROGH

Yes, the September reunion in San Diego was great because of the great VP-2 Association folk who made the journey to San Diego during a time of high gas prices; great because of the sunny blue sky weather, and great due to the fine accommodations provided by the Town & Country Resort and Convention Center in Mission Valley. Ready access to the San Diego light rail system and the Old Town Trolley made getting about the main touristy areas of the metro area handy, and for senior citizens, at a very reasonable cost. 126 reunion registrations were logged in over the many months prior to the reunion; however, 23 cancellations, and reunion check-in “no-shows” reduced the final attendee count from peak count of 212, to 178.

Our reunion attendees were assigned mostly to a central area of the resort in a “U” shaped building with the interior of the “U” containing many patio areas and gazebos. Throughout this patio/gazebo area there was an abundance of greenery and many varieties of roses. The scene provided a lot of outdoor space for Association friends to gather and visit in a relaxed patio atmosphere. Morning coffee and “gedunks” were tabled on patio areas in front of our VP-2 “Duty Office” and hospitality room check-in location. Indeed, that area had attendees gathering throughout each day of the reunion – all day. Art and Helene Kohrmann (65-68) “honchoed” the coffee and snack supplies; danish, donuts, bagels, and fresh fruits left little to be desired by those in attendance. Other committee member couples, Bob and Janice Luce (63-66), Dave and Eunice Au (57-59), Don and Kay Barthel (65-68), and Dave and Phyllis Krogh (56-59) also shared being Duty Office patio hosts.

The Monday night “Welcome Reception” was held in a large poolside patio area pavilion along with a large veggie, fruit, and snacks table, and roving waiters offering a variety of hot hors d’oeuvres, and, of course, a cash bar.

A sandwich buffet luncheon on Tuesday took place just after the Association business meeting. Then it was off to play the part of tourist in beautiful San

Diego, or loll by the pool and spa. Local attractions included Balboa Park and its many museums and the world-famous San Diego Zoo. Many people also chose to visit the Maritime Museum in the harbor, which included a Soviet Foxtrot submarine. Quite a few of our members signed up for a harbor dinner cruise on either Tuesday or Wednesday evening.

Many attendees took advantage of having about \$6,000 worth of discounted, tourist venue tickets purchased for them ahead of time by the reunion committee through Navy Morale Welfare and Recreation offices. Dave Krogh, Reunion Chairman, is a docent onboard the USS Midway aircraft carrier museum, and provided a host of reunion attendees with “complimentary” passes for touring the carrier. Dave was onboard the carrier all day on Wednesday, providing extra personal briefings to reunion attendees he encountered aboard that day. Committee member Don Barthel was on board taking candid and posed shots of many of the reunion attendees touring the ship. Don’s photos taken on the carrier, as well as many taken at the resort were arranged on a CD by Art Kohrmann and sent to all reunion attendees.

The “social hour” prior to Thursday night’s final reunion banquet had two young musicians providing piano, violin, and harp music to add to the festivities in the Atlas Ballroom grand foyer prior to the banquet in the California Room. Dave and Phyllis Krogh flew their granddaughter, Katie, out from Chicago at noon Thursday to play the harp for the banquet that night. She is a third year student at the Wheaton College Conservatory of Music, Wheaton, Illinois. The talented thirteen-year-old violinist/pianist, Christian Sanchez, is a local San Diego home-schooled youngster who also plays the harp and was willing to make his harp available for Katie. Dave met young Christian through association with his father, Sgt Jose Sanchez, San Diego County Sheriff’s Department.

The banquet’s entertainment got off to a fine start with Dave Krogh, Art Kohrmann and Pat Jenista leading the

whole audience in the singing of the Navy Hymn. Throughout the evening, Art Kohrmann projected a slide show on one wall of the banquet room, showing all the photos he had copied from old cruise books, the WPSM dedication, past reunions, and candid shots of squadron ops and overseas bases provided by the members. These same photos were also shown at the Tuesday luncheon.

The Thursday evening program speaker was a California resident and poet, James Bruce Joseph Sievers. His program, “An American in Love with His Country,” presented a variety of his poems, and was very well received. One of our reunion’s attendees provided a well deserved, one word comment on Mr. Sievers presentation – “dynamic”!

After a few parting words by Association President Floyd Palmer and a short humorous “Sound of Music” vocal duet by Dave Krogh and Pat Jenista, wife of George Jenista (56-59), Dave then closed the evening’s banquet event with a poem he had borrowed from a friend, making a few word changes thereto, entitled:

In Parting, Because There’s No Good Way to Say, “Goodbye”.

*Like leaves tossed on a busy wind of life,
Not knowing how or why, and now not caring,
We came together.
And so we served and flew together for awhile,
Squadron mates, proud and proven.
There were times of quiet sharing,
Times of laughter,
As new squadron mates arrived,
And others left.
Even times of sadness,
But still, the warmth of our yesterdays remains.
The roses soon will start to fade,
And so our walk may be ending.
But our association,
As a group of Navy squadron mates will remain....Friends forever.
Even apart we will all stay together,
And all the paths we have yet to walk,
Will bear a trace of each other.*

2008 SAN DIEGO REUNION CD'S FOR SALE



Our reunion committee, and specifically Art Kohrmann, produced a CD containing hundreds of photos of this reunion, past reunions, reproductions of cruise book photos from years past, and other photos submitted by our members. These CD's were distributed to all who attended the 2008 reunion. Art produced some extra CD's to put up for sale in the Ship's Store, which we are selling for \$10 each, postpaid.

These CD's are intended for viewing on a computer only, and are not the same as the discs you would play in your CD or DVD player.

To order the CD, send your check or money order (\$10 each) made out to "VP-2 Association" to Vic Gulliver.

THINK PENSACOLA FOR 2010 REUNION

BY VIC GULLIVER

Back in July, we did an email survey asking those whose email addresses we know to tell us where they would like to go for the 2010 reunion. We asked for members to tell us their first, second and third choices for a reunion spot. The responses we got back were all over the map. We got votes for Key West, Tampa, Orlando, Jacksonville, Atlanta, Memphis, Nashville, Annapolis, Washington, DC, Baltimore, Philadelphia, New York City, Boston, Chicago, Minneapolis, Dallas, Phoenix, Las Vegas, Reno, San Francisco and Napa Valley. Besides only getting a few votes at most for each of these cities, these places all had one thing in common. No one volunteered to host the reunion in any of these cities.

There were four choices that each got a lot of votes. Oak Harbor came in with the fourth highest vote count. Branson,

MO came in third. The second place winner wasn't even a city. Second place went to the idea of holding the reunion on a cruise...somewhere. There is more about cruising in a separate article by Al Hall in this newsletter. Pensacola, FL received the most votes for our 2010 reunion, so Floyd Palmer got on the phone and called a couple of Pensacola residents. Harry Herman and Jim Summitt both agreed to serve on a reunion committee if the Association voted to go to Pensacola at the reunion business meeting in San Diego.

We held a discussion about the 2010 reunion location at the San Diego business meeting. Two members spoke up in favor of Branson and Las Vegas, but neither member was in a position to volunteer to host a reunion in his preferred city. A vote of the members in attendance at the meeting decided that

we should go to Pensacola in 2010. Harry Herman advised us that September would not be a good time for a Pensacola reunion. We want to avoid the hurricane season, the tourist season, and the heat of summer in the Gulf, plus it would be lots of fun if we could see the Blue Angels either in a practice session or in a regular performance. So, the details of when we might hold the reunion are still up in the air, but it likely won't be held in September as we've done with recent reunions. We'll sit tight and wait for our reunion committee to tell us about our options.

Since there was so much interest in holding our reunion on a cruise ship, we should give that some serious consideration for a future reunion.

SPECIAL NOTICE

One of our Association members asked if VP-2 widows would be welcome to attend the VP-2 reunions, and should they be given special invitations. That got us to thinking, and we realized that some widows of former squadron-mates might not be aware of their status within the VP-2 Association.

In accordance with the VP-2 Association by-laws, widows of former VP-2 personnel are welcome to join or remain as members of the Association. Widows are exempt from paying member dues.

As members, widows are included in the distribution of the VP-2 newsletter and other mass mailings, and are included in all the activities of the Association. Without a doubt, VP-2 widows are most welcome and cordially invited to attend the Association's reunions.



CHAPLAIN'S CORNER

I'd like to offer a note of congratulations and thanks for the wonderful

job that Dave Krogh et al did in organizing and hosting the San Diego Reunion. Although my wife and I could not attend due to the breaking of her ankle just 6 days before the reunion started, I am told that a great time was had by all and that the reunion was planned to perfection. Now we can all look forward to getting together in Pensacola in 2010!

Just last month we finally came to the end of our national election cycle which seemed to take even longer than usual. I'm sure that it brought many emotions up within each of us during the campaign - from excitement to boredom, pride to disgust, contentment to frustration, and tolerance to anger. Yet once again the election was carried out peacefully and the transition to another set of leaders is taking place without gunfire, assassinations, coup d'états, etc. What a wonderful work our founding fathers did in leaving us with the United States Constitution - a document which stands up well against any ever written in the course of human history. They certainly employed God's wisdom in preparing this document and we have been blessed as a result of their efforts.

I suspect that most of us reading this column now fall into one of three categories regarding the outcome of the election: (1) We are thrilled with the outcome and look forward with hope to a new day in America; or (2) We are incensed with the outcome and expect bad days to come; or (3) We just really don't give a "rat" because we've seen this all before and have found that it doesn't make much difference who gets elected. As I reflect on these three categories I find that there is some validity to each of these positions. However the important issue at this point is not whether or not we are "ticked off" by

the election, but, how we should respond in the days ahead to this new group of politicians who will be leading our nation.

Because we live in America, we are free to respond in just about any fashion that we may wish, as long as we don't break any laws. However, God has given us instruction in His word, the Bible, as to how He would have us respond. First, the concept of government and being governed is ordained by God. In Romans 13 verse 1, we read, "Let every person be in subjection to the governing authorities. For there is no authority except from God, and those which exist are established by God." As we read in verse 7 of the same chapter, "Render to all what is due them: tax to whom tax is due... Honor to whom honor." Thus it is our responsibility to honor our government as well as those who govern over us. (This is a fairly easy concept to understand for all of us who have served in the military.) Secondly, we are to obey the laws of our government. The apostle Peter wrote in the second chapter of his book in the Bible, "Submit yourselves to every ordinance of man for the Lord's sake, whether to the king as supreme, or to governor... for this is the will of God..." He went on to add, however, that "It is better to obey God than man." This is the tricky part because we cannot know what God's desire is for us unless we familiarize ourselves with His word, which is the Bible. (The German people failed to stand up for God's laws during the 1940s and thus Hitler was allowed to bring about his Holocaust.) Finally, we are to pray for our leaders. In the New Testament book of 1st Timothy, chapter 2, we read, "I exhort first of all that supplications, prayers, intercessions, and giving of thanks be made for all men, for kings and all who are in authority... for this is good and acceptable in the sight of God. So there we have it: we should honor our government and our governors, obey our government and governors, and pray for our government and governors. (If I myself had prayed for our president everyday of the last eight years, perhaps we would

BY DOUG MILLAR

be living in a different world today!)

One more thing: Have a very Merry Christmas! Keep in mind that Jesus is the reason for the season so let's take time to remember Him during the holidays. Matthew 1 verse 21 tells us that Mary "...will bear a Son; and you shall call His name Jesus, for it is He who will save His people from their sins."

As Tiny Tim said in Charles Dickens' Christmas Carol, "God bless us, every one!"

In Memoriam

We have learned of the loss of the following squadron mates since the last newsletter:

Richard "Bob" McKay (squadron 57-59)
Nov 96

Lloyd Stine (squadron 56-60) Jan 2005

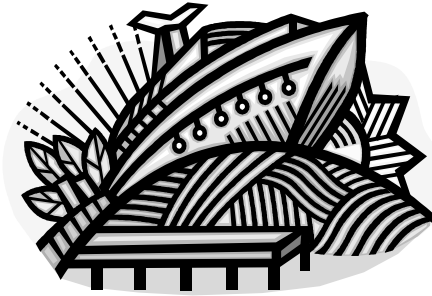
Sal Lucero (squadron 60-62) date unknown

George Clapper (squadron 50-53) Jun 08

John J. Lalley (squadron 59-61) Aug 08

If you know of the passing of any of our former VP-2 Personnel, please advise Doug Donohue by email at nvsoar@charter.net





REUNION CRUISES

BY AL HALL

Last summer Vic Gulliver did an email survey of site preferences for the 2010 reunion. Pensacola was the big winner with a cruise coming in second. At San Diego we talked of an add-on cruise after the Pensacola Reunion and also the exploration of doing a future reunion aboard a cruise ship. The whole concept of having a reunion on a ship-board cruise stemmed from the knowledge that many cruises on the market are no more expensive than what we've been spending to have reunions in a hotel or resort.

An add-on cruise either before or after the Pensacola reunion would most likely originate out of Mobile, AL (60 miles from Pensacola), and be a 3 or 4 day excursion to Cozumel, Mexico or Cancun. This year's costs for such a cruise range from about \$200 per person for an inside cabin to about \$500 per person for a balcony cabin. This includes all meals and entertainment, but does not cover the cost of shore excursions, any bar bills or gratuities. Carnival Cruise Lines is the only one currently leaving from Mobile. I have never cruised on Carnival, but understand they cater to the younger crowd, with good parties, etc.

While cruises are a lot of fun, and easy to book for a couple, there are major drawbacks in booking a cruise for a large group. One such drawback is the financial commitment it requires several months prior to sailing. Within 48 hours after making the reservations for the group, a significant deposit is required. Ninety days prior to sailing the entire fare is due. Booking a cruise way in advance would allow us to book a block of adjacent staterooms, have meals in a separate part of the dining room, etc. If there are 16 cabins reserved at one time we can get a free "duty office".

If we want to do a future reunion on a cruise ship there are a lot more options: cruise lines, departure port, itinerary,

length of cruise, etc. All these options effect cost and, certainly, desirability. Assuming we would want to keep the reunion to a reasonable length and cost, we would probably want to pick a cruise between 4 and 7 days. Cruise lines vary from "mass market" to "ultra-plush". Mary Lou and I have taken several cruises, always in the "mass-market" category. Holland America Line, Princess and Celebrity have all provided good experiences.

Ship size may be an important factor in the selection. I personally prefer smaller ships (under 1200 passengers) although I've had good experiences on some of the 3000 passenger models.

The logistics of a Cruise Reunion will be pretty tremendous. Arranging for the various cabin classes and still getting them in close proximity to one another will require booking very early... 9 months to a year in advance. Selection of departure port, itinerary, sailing date, etc. will require a great deal of coordination. Collecting money from our members a year in advance of the event may prove to be a major hurdle. Finding the travel agent who is skilled in handling large groups can also be a challenge.

Cost is certainly a major consideration. Least expensive bookings are around \$75 per person per day for non-holiday, inside cabins. Ocean view cabins are generally about 30% more and balcony cabins a little higher. Insurance runs 7 to 10% of fare and is probably a wise thing given the early booking requirements. A proper insurance policy will refund your cruise expense in the event of a medical or other emergency, and will pay for lost luggage, delayed flights, etc.

The first step in getting a 2012 Cruise Reunion going is for the membership to let the Executive Board know if you are interested. If there is a positive response we will go ahead and find several possibilities and again poll the membership for interest. We can narrow the selection to 2 or 3 possibilities and make a final decision at the 2010 Reunion. While the idea of a reunion

on a cruise may appeal to some of our members, we wouldn't want to go that route if it would prohibit a large number of our members from attending. Remember, the concept for taking a cruise is that it should be no more expensive overall than what we've been experiencing at four-day hotel reunions.

To let us know what you think of the cruise idea and to submit any thoughts you may have, please send an email to Al Hall at AL414@suddenlink.net before March 30, 2009.

The results of your responses can then be published in the June Newsletter and we can move ahead or forget the whole thing. For those without email, Al's address is:

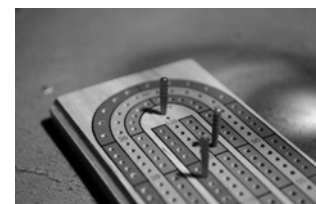
414 Manor Village Circle
Midland, TX 79707

Or phone at (432) 699-1245

Please let us know what you think of the cruise idea. Your inputs are critical to how we proceed on this. If you like the idea, tell us. If you don't like the idea, tell us. We learn nothing from your silence.

A Public Announcement:

Elizabeth Chroma is way ahead of Rick Dom-browski in their ongoing cribbage match.





VP 2 MEMBERSHIP

BY BOB CHAMPOUX

Information that is useful includes:

- Full name
- Years that they were in VP-2
- Rate or Rank
- Last known city that they lived in (full address if available)

Send information by email or snail mail to me and I will forward it on to other committee members for research.



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Since the last newsletter, three new members have joined the association. Welcome aboard to Jerry and Ann Byrnes (#564), Ben Savage (#565) and Milt and June DeBuhr (#566).

With the reunion behind us, it is time to reach out and put additional focus on locating and persuading former shipmates to join our organization. For this effort we could use everyone's help. Accordingly I want to encourage all readers to send information on the names of missing shipmates that might be candidates for an internet computer search or for listing on our Website as "missing."

THE SUMMER OF '61 AN ADVENTURE WITH CREW 12 IN ALASKA

By Michael Heltzel

The summer of '61 was a deployment full of activity involving the Soviet military up in the northern Bering Sea. We got a great run on a Soviet missile tracking ship, which was anchored (not sure where). It was a DE type vessel with a radar antenna so large I thought it might tip over in a heavy sea. On the first pass I could see the crew go into action; people were running everywhere on the ship. We made a second pass, and every gun on that ship was trained on us. We got some great photos. Bob Bender tells me that he met a Russian while he and Carol were in the Peace Corps, who might have been on that ship at the time.

On another patrol we ended up in the wrong neighborhood having accidentally flown over Soviet airspace. We were intercepted by MiGs, silver and fast. ECM reported a fire control radar lock-on. We took evasive action by going into a steep dive into the fog and got away.

In Kodiak, we were assigned a classified mission to fly into the northern Bering Sea in the area of the Diomed Islands. Little Diomed Island is in U.S. territory; Big Diomed Island was in Soviet (now Russian) territory with only a few miles separating them. We took the mission with a few butterflies. Just a couple of years before, VP-9 lost an aircraft to MiG cannon fire in the same area. Gary Powers had been shot down in 1960, and the Soviets were on edge and would have loved to get another.

We did our preflight and got ready to go. I believe we had a start failure on the #1 J-34 and got the OK to go on three engines. We flew north overland and stayed low in the valleys until we got up near the Diomedes. We flew out over water with the Diomed Islands to the north of us. On the way, NAV handed me an emergency SOS message to transmit if anything went wrong. We took photos of what we were sent to photograph and then headed back east. Over Little Diomed Island I noticed people were waving at us. We turned south to St. Lawrence

Island and did a low pass over the shot-down Neptune from VP-9.

We were quite relieved to get back home after that one. We had a great crew and all went well. The crewmembers to the best of my memory were (and I've forgotten some of the first names): PPC: Gayle McKinney, Co-Pilot: Howard Springer, NAV/TACCO: Bob Bender, ECM: John (Smitty) Smith, Plane Captain: Garrett, 2nd Mech, Monte Moore, 1st Radio/Senior Tech: Michael Heltzel, 2nd Radio: Morrison, Radar: Harvey Durnal, Ordnance: Williams.

For years we could never talk about these missions. It is nice now to be able to share these adventures. There must be many more action and adventure tales out there. I will look forward to reading them in the newsletter.



OLD RELIABLE—P2V-5 BY DON MELTON

In November 1955, while stationed at NAS Whidbey Island, we got ordered TAD to NAS North Island, San Diego. We were flying P2V-5's at the time – two engines - no jet pods.

We would fly 12-hour missions, 3 hours out (southwest), then 6 hours on station, locating fishing boats and pleasure craft with our radar, then calling a destroyer to escort them out of the area. The government was conducting a test that the fishing boat owners thought would kill a lot of fish, so they kept entering this zone to prevent the operation.

Well, we had flown 3 hours, just starting our patrol and BANG – our starboard engine blew a cylinder and quit. We were at 2,600 feet altitude. We called the base, sent an SOS and, I think, a Mayday call. We turned back toward North Island, put the port engine on full rich, and dropped to 900 feet (it was at night). The pilot gave us orders to throw everything out to lighten our load. We used crash axes to cut everything free and out went the tool boxes, stove, top deck turret machine guns, etc.

It took us 6 hours to fly back to base on one engine.

When we finally landed, I got out and kissed the runway. The engine was white hot and shut itself down. The pilot came back and asked if I was scared. I replied, "Yes sir, right up to and including now." He then asked if I was going to fly with him Friday and I replied, "Yes sir." He then said, "Don't worry about being scared, Mr. Melton; we were all scared, but the courage comes in when you keep flying."

Our old, reliable P2V-5 had gotten us back to our base safely on one engine. Thank God, Lockheed, and our plane mechanic.



WEBSITE NOTES

By Doug Donohue

Contributions in the form of stories, photos, biographical sketches and constructive suggestions for improving the website are appreciated. The idea behind the bios is to: provide a means for our membership to keep their VP-2 memories alive; demonstrate to all who visit the website with a first-person account that service to one's country can result in a productive and rewarding life; encourage a sense of patriotism and thankfulness for the privilege of serving in the defense of freedom.

Where would we like to go with the website? The Association's website has now grown to the extent that I have a hard time keeping things organized and maintained while adding new material. Thus, I am looking for a pair of new eyes (attached to a modicum of grey matter in the lump on their shoulders) that would like to take on the task of keeping me organized, offer content suggestions, assist in the maintenance of existing content, and oversee quality control. At the San Diego reunion, Bill Zambriski and Dan Myers offered to assist in the creation of electronic versions of bio-sketches submitted in hard copy. They are likely to hear from me soon. Do we have someone who would like to take on the task of updating/reorganizing the "Wanted" pages of the website?



The Wisdom of Larry the Cable Guy

A day without sunshine is like night.

On the other hand you have different fingers.

42.7 percent of all statistics are made up on the spot.

99 percent of lawyers give the rest a bad name.

Remember, half the people you know are below average.

He who laughs last, thinks slowest.

The early bird may get the worm, but the second mouse gets the cheese in the trap.

Support bacteria. They're the only culture some people have.



Thanks to all those who have made dues donations for the current period. Your dues due-date is shown on this newsletter's mailing label, and is also shown on the website roster page or by contacting the treasurer.

The Association's bank account remains in excellent status, particularly in view of the low expenses experienced over the last two years. For some time now, the Association's expenses have been significantly offset by cash and in-kind donations for the newsletter and website hosting as well as general support. Association membership cards are available on request.

The Patrol Squadron Two Association has committed to sponsor two Designated Scholarships with the Military Officers Association of America (MOAA). One scholarship is named to honor the Whidbey Patrol Squadron Memorial; the other honors the VP-2 Association. The cost of each endowed scholarship is \$25,000.

Each scholarship assists one student per year with a \$500 grant and a \$5,000 interest-free loan, and is expected to last in perpetuity. Assistance is renewable for up to five years.

Eligibility for scholarships extends to children of active duty, retired, and officer or enlisted personnel with prior service up to age 24 with age extensions for those who have, themselves, served in the U.S. military.

GPA of 3.0 on a 4.0 scale is required to qualify for and to maintain the scholarship.

Scholarship selection is based on academic excellence, participation in school or civic activities, leadership positions, and financial need.

Scholarship students must write to the donor at least annually, and repay the loan.

TREASURER'S NOTES

BY DOUG DONOHUE

All expenses of administering the scholarships are paid for by MOAA. 100% of donations go toward scholarships.

I have had the privilege of serving as your Association's Secretary/Treasurer for a few years. Particularly rewarding are the conversations I have had with members across the board. Thank you for that opportunity. A common theme among those who served their first operational tour with VP-2 is the profound impact this experience had on turning these individuals into responsible and accountable adults. The organizational structure, guidance from the "old hands" and the opportunity to serve in the defense of freedom were keys to this result. I encourage all who have the inclination to give some of these "old hands" a telephone call with a personal "thank you" for their service. The reward is a heartfelt gratitude, and perhaps some interesting stories as old memories are reignited.

I was so impressed with Dave Bowen's photograph of the Whidbey Patrol Squadron Memorial that I asked my daughter, Julie, to see what she could do to print and frame some copies to take to the San Diego reunion. At the reunion, the nine framed images that I had didn't last very long even though I forgot to take a sample to the business meeting. The 9x14 images were sold for \$40 each, with \$20 of that donated to the Association. If there is sufficient interest, I will take on the task of getting more of these produced, either framed or unframed. I am advised that the cost will likely be about \$40 for the framed image, plus whatever shipping and packaging is required for delivery.

The photograph is also shown on the website at www.patron2.com/files/wpsm_f2008/img_03b.jpg.





VP-2 Association Officers and Appointments



President	Floyd D. Palmer 213 Woodhill Ct., Mankato, MN 56001 800-903-9958, 507-388-2059 (Fax) FloydP@PalmerBusService.com
1st Vice President	Dino Vlahakis 54 Westview Ln., Lebanon, NH 03766 603-448-3729 cgv601@comcast.net
2nd Vice President	Al Hall 414 Manor Village Cir., Midland, TX 79707 432-669-1245 AL414@suddenlink.net
Secretary/Treasurer	Doug Donohue PO Box 2894, Gardnerville, NV 89410 775-265-3861 nvsoar@charter.net
Director/Ship's Store	Vic Gulliver 1900 Franklin Drive, Glenview, IL 60026 847-296-6907 vicgulliver@comcast.net
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**Looking to Share Information
in the
VP 2 Neptune Newsletter?**

If any of our members would like to contribute news, thoughts, experiences, etc, please email:
Floyd D. Palmer at:

FloydD@palmerbusservice.com

**Patrol Squadron Two Association
PO Box 2894
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