

June 2015

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Officers

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Greg Kelley

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Dino Vlahakis

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Jim Welch

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Director –
Nick Niccum

Director –
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Bob Behrend



VP-2 THE NEPTUNE

A Message from the President

It was a long, cold, and snowy winter for many of us, and a late spring. Even in Houston, it got cold, and our cabin near Bangor had over ten feet of snow. But happily, that is all behind us and we can look forward to the coming summer.

Since the wonderful Charleston reunion and the December newsletter, I have received a number of phone calls and e-mails from our members. Some with suggestions, but many just wanted to chat. One pointed to an article in Air and Space magazine about a LT Homer Ragdale and a catastrophic engine failure on a R3Y. There is more on that in this newsletter. That led to a conversation with CDR Homer Ragdale (the same) who was our XO/CO from 1965-67. We had a wonderful chat about the accident and things in general. He is 91 and doing well, although with some health issues that prevent him from attending reunions. He shared that "In my thirty years in the Navy, my two years in VP-2 were the best because of the people." That caused me to reflect upon my time in VP-2 and how much it has meant to me. The relationships formed then and later with VP-2 have been a memorable part of my life.. I would like to share some events where we crossed paths with VP-2. After leaving the squadron, I went to VT-27 in Corpus Christi. Bob and Sue Behrend lived two doors away and we have maintained at least annual contact since. Also in Corpus were Ed Schneider, Larry Dietrich and Tom Rhodes. After leaving the Navy and joining Pan Am, a Navy dependents charter to Palma de Majorca resulted in meeting up with Jerry Russell, who was on the USS Saratoga. Don Overeem at NAS Floyd Bennett worked with me to obtain a Reserve Commission and return to flying the P2V. I followed him to VP-66 at NAS Willow Grove where we both served with Steve Fuller. During this period, I also crossed paths with Bob Bender and Bill Bacus of other reserve squadrons. One of the more rewarding encounters was in Panama in 1999, and was with a magazine, not a person. While waiting for the hotel gym to open in the morning, I picked up a National Geographic and was surprised to see the article on "Return to Midway" with Harry Ferrier. I also enjoyed reading about his experiences in "Incredible Victory" and "Dawn like Thunder". Then I found the VP-2 Association and completed the journey of making and renewing friendships with some of the finest men in the world. Many of you feel the same way and I find the wives also treasure the friendships. Please note the photo of my wife, Sue and Sue Behrend.

Since the last report of new members, we added # 600 Dave Brougham (64-66), #601 Ken Price (52-54) and Honorary Member Sheila Opsal at Charleston and this year #602 Frank Collins (63-67) and #603 Robert Guthrie (50-52).

In addition to the CDR Ragdale article, there are more articles I hope will be of interest. We also welcome suggestions for future newsletters.

The reunion committee has been hard at work and there is a lot of information on the 2016 Reunion in Oak Harbor in the newsletter. They have a lot of interesting events planned. Please read and sign up if you are able to attend. Sue and I look forward to seeing you there.

Greg Kelley, President, Patrol Squadron Two Association.



Five decades of friendship. Sue Behrend and Sue Kelley

Lt Homer Ragsdale and the R3Y *by Greg Kelley*

CDR Ragsdale, our XO/CO in 1965/66 was featured in an article in the March Air and Space magazine, Thanks to Dennis Hungerford (VP 2 1965-1967) for bringing this to our attention.

The following is an excerpt from the article. **Last of the Great Flying Boats**

Tradewinds began arriving at Naval Air Transport Squadron Two (VR-2) at Naval Air Station, Alameda, California, in 1956 to replace the unit's enormous Martin Mars flying boats on Pacific routes. Lieutenant Homer Ragsdale joined VR-2 that same year, and he thought the squadron's fortunes looked bright. An experienced flying boat captain accustomed to lumbering PBYs, Ragsdale was impressed with the Tradewind's performance. Reversible props made the big airplane nimble on the water, and the powerful engines—initially hailed for their impressive power-to-weight ratio—enabled 350-mph dashes with climb rates comparable to those of many World War II fighters. "They were fast," recalls Ragsdale, who lives today in Redlands, California. "You could feel the power in them."

But the Tradewind had a flaw that would eventually lead to its demise: Its 15-foot-diameter propellers had an alarming tendency to fail in flight.

Ragsdale experienced the problem firsthand on a January 1958 night flight from Honolulu to San Francisco. He was one of the pilots at the controls of the Tradewind Indian Ocean when the number-two engine's propeller suddenly sheared off, slashing the fuselage just forward of the left wing. "Made a hole about the size of a Volkswagen," he says.

About 400 miles from their Alameda base, the crew pressed on to a San Francisco Bay area undergoing a winter storm. Finding a hole in the overcast, they spiraled down for an emergency landing, only to find that the number-one engine controls were cut. Once on the water, despite the pilots' best efforts, the uncontrollable engine veered them into a seawall.

By hauling back on their control yokes just before impact, the pilots raised the nose enough to avoid a head-on collision and possible disaster; instead, the bottom of the hull absorbed the blow. With the aircraft crashed onto the seawall and the runaway engine still turning at nearly full power, the crew abandoned ship while a brave mechanic crawled into the shaking wing to manually shut down the engine.

The crippled flying boat had set a world speed record for propeller-driven transport aircraft—flying between Honolulu and San Francisco in five hours and 54 minutes—but the flight turned out to be the Tradewind's swan song.

For the full story please see : <http://goo.gl/nfdMWK>

CDR Ragsdale provided me with additional information from the accident report and newspaper articles at the time. He was the Aircraft Commander and received a Letter of Commendation for the flight. In spite of the six by six foot hole and three engines, then LT Ragsdale set a speed record for the Honolulu to Alameda crossing by an hour. The aircraft was seriously damaged but there were no serious injuries.



Membership Story: *From Bob Champoux, our Membership Chairman*

I joined a local flying association in order to requalify my FAA "tickets". I asked the Admin assistant who she would recommend as an instructor pilot from the approved list (I indicated that I would prefer someone my age). She indicated that she had the perfect person who was at least 10 years older than me. Bob Guthrie. After we first met and talked about prior history, etc. I learned that he used to be an ADR that worked on P-2's. He was in VP-2 in 1950! He is spry as a kid and a very good "stick". Very small world. Membership application is coming soon.

Cruise Opportunity



"After completing a successful reunion in Charleston, and after all the bills were paid, we had a little money left over. Jim and Pat Welch and Vic and Pat Gulliver decided to celebrate by taking a cruise in the Western Caribbean. What? Oh, wait. NO, NO. NO. The leftover reunion money was returned to the VP-2 treasury. We paid for our own cruise. Honest!! We had such a good time that we're planning another cruise in August... this time to Alaska.

At the time of this writing, we already have fourteen VP-2 Association friends signed up for a Princess round-trip out of Seattle from August 1st to August 8th. This cruise on the Crown

Princess will have day-long port visits in Juneau, Skagway and Ketchikan, will cruise by some glaciers, and will make a brief evening stop in Victoria, B.C. before returning to Seattle.

If you've never witnessed the beauty of Alaska in the summertime, this cruise is a good way to see and enjoy it. If you're interested in making this Alaskan "deployment" you can contact your own travel agent or Jim Welch can put you in touch with his agent who has coordinated this get-together for us. japwelch751@gmail.com. But, act now. This is a popular cruise that will sell out soon."

Did You Know?



RHODE ISLAND The nation's oldest bar, the White Horse Tavern, opened here in 1673.

SOUTH CAROLINA Sumter County is home to the world's largest gingko farm.

SOUTH DAKOTA Is the only state that's never had an earthquake.

TENNESSEE Nashville 's Grand Ole Opry is the longest running live radio show in the world.

TEXAS Dr. Pepper was invented in Waco in 1885. The hamburger was invented in Arlington in 1906.

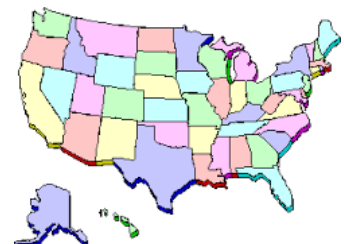
UTAH The first Kentucky Fried Chicken restaurant opened here in 1952.

VERMONT Montpelier is the only state capital without a McDonald's.

VIRGINIA Home of the world's largest office building, The Pentagon.

WASHINGTON Seattle has twice as many college graduates as any other state.

WASHINGTON D.C Is the first planned capital in the world



A Message from the 2016 Reunion Co-Chairman, Nick Niccum



After considering a number of alternatives it was decided to go back to the place that brought us all together in our collective experience all those years ago. Oak Harbor on Whidbey Island and on the beautiful Puget Sound. We will be staying at the Best Western hotel. Reunion dates August 25th to August 29th (Thursday-Monday) Please make your reservations as soon as possible. We have arranged to have 60 rooms reserved until July 1st of 2016. If reservations are made later than that date we cannot guarantee the discounted rate of \$90. Best Western has a total of 80 rooms so make your reservations early (360) 679-4567. They require a credit card

for the reservation, but, no charges will post until checkout. Cancellation is required three days in advance of initial reservation day to avoid a one day charge. Transportation to Oak Harbor from Seattle's SeaTac airport is by rental car or by a scheduled Oak Harbor-SeaTac shuttle, \$80 round trip with a \$2.50 drop off fee for stopping at the Best Western.. The various tours will include transportation from Best Western and back. Costs will be published in the December newsletter.

Activities planned are a trip to NAS Whidbey, hopefully to visit with some of our successors in the VP mission, with lunch at the Officers Club and possibly a speaker. We will also visit the PBY museum in Oak Harbor and of course the Whidbey Patrol Squadron Memorial (WPSM) located in Veteran's Memorial Park located on Pioneer Drive in Oak Harbor. The WPSM was created by the efforts of our own members and is now under the control of the city of Oak Harbor. We will offer one day to visit the amazing Flying Heritage Collection of aircraft located at Paine Field in Everett. We plan to take the Boeing plant tour on that trip. It was mentioned that a wine tasting tour might be of interest to some of us. We will try to accommodate that if there is sufficient interest. A picnic is planned for Sunday noon at beautiful Bowman's Bay. There is a boat tour of the Deception Pass waters that will be available from that location. We've all passed over the Deception Pass bridge many times, but, we will find out facts we were not aware of. Everyone who has been on the tour says it's great. Our Sunday night banquet and floor show with dancing following will cap our activities.

Come join us and celebrate our history and our rich PATRON TWO traditions. There is power in our group as we support each other and the good causes we have championed. These include the Whidbey Patrol Squadron Memorial, fixing the "Truculent Turtle" and getting it installed in the Navy museum at Pensacola, not to mention the two perpetuating scholarships your efforts have funded. We should all be proud to be part of this organization.

The registration fee is still being calculated. We hope not to exceed the \$125 fee charged for Charleston. Registration fee and cost of tours will be posted in the December newsletter. Included is a registration form which can be returned with a \$30 preregistration fee for each participant. This will help us determine interest in the various activities. So set aside 2016 August 25th to August 29th and we'll see you on beautiful Whidbey Island. Your committee Elizabeth Chruma and Nick Niccum, with major help from Dave Bowen.

VP 2 REUNION *** CIRCA 2016

Best Western Hotel in Oak Harbor, WA 360-679-4567

Thursday, Aug. 25th to Monday, Aug. 29th

We, your enthusiastic, dedicated, steadfast Committee, researched various possibilities in and around the Seattle/ Oak Harbor area and the winner is Whidbey Island on beautiful Puget Sound. Headquarters will be The Best Western Hotel, Oak Harbor. We are getting a special VP-2 discounted rate of \$90.00 per night, including breakfast. They have a pool, nice back yard, remodeled rooms and we get full use of their banquet and conference rooms for our "Ready Room" and meetings **and** this is where the first VP-2 reunion was held in 1986. On Sunday night our Banquet, with floor show and dancing, might be held at the nearby Elks lodge. Transportation is available from the airport to the Hotel via Sea- Tac shuttle – cost is \$85.00 round trip.

The two top issues of When and Where are settled but we are still working on tours and events. We would like/need your input on what interests you and an estimate of how many are coming. If you think you are going to attend (assuming the creek don't rise) please fill out the form below: It is not too early to call the Hotel and make your reservations. **Mention "VP2 Reunion 2016" for discount.**

Name _____ Email _____

Address _____

Phone # _____ Years in Squadron _____ Assoc. # _____

Spouse/Companion _____

_____ Yes I am planning to attend _____ \$30.00 deposit enclosed _____ Not sure but hoping

Please make checks payable to VP-2 Reunion

Activities you would be interested in: (check all that apply)

_____ Flying Heritage Collection at Paine Field in Everett including Boeing plant Tour

_____ NAS Whidbey Base Visit/Lunch at Officer' Club/PBY Museum/Patrol Squadron Memorial

_____ Picnic at Bowman Bay _____ Deception Pass boat tour

_____ Whale Watching _____ Wine Tour

_____ Other suggestions _____

Mail this form (by the end of August please) to Nick Niccum
18821 185th Avenue, Woodinville, WA 98077

Contact the Committee at:

Nick at nickniccum@hotmail.com 425-788-9834 or

Elizabeth at thechrumas@yahoo.com 408-398-0508

**DID YOU
KNOW?**



NEW JERSEY

Has the most shopping malls in one area in the world.

NEW MEXICO

Smokey the Bear was rescued from a 1950 forest fire here.

NEW YORK

Is home to the nation's oldest cattle ranch, started in 1747 in Montauk.

NORTH CAROLINA

Home of the first Krispy Kreme doughnut.

NORTH DAKOTA

Rigby, North Dakota, is the exact geographic center of North America.

OHIO

The hot dog was invented here in 1900.

OKLAHOMA

The grounds of the state capital are covered by operating oil wells.

OREGON

Has the most ghost towns in the country.

PENNSYLVANIA

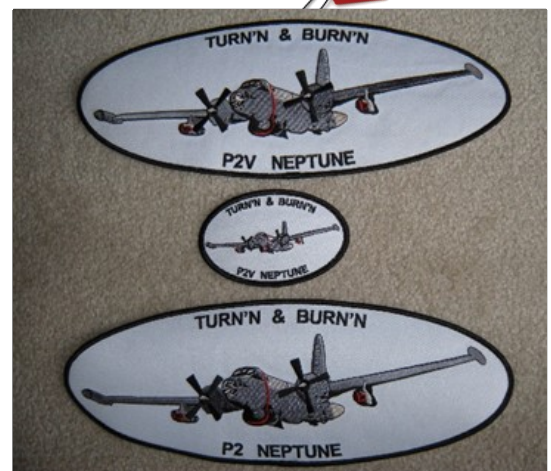
The smiley :) was first used in 1980 by computer scientists at Carnegie Mellon University.

Hats and Patches For Sale!

The VP 2 Ship's Store is now closed. These are sold by a third party and not the Ship's Store. But for those who are interested in a P2V hat or patches for the P2V/P2, P3 or P8, Bob Neu, a VP 18 veteran, has them for sale. Contact Bob at bneu57@gmail.com for ordering.

The hats are \$18.95 plus \$3.50 Shipping & Handling.

The 12" P2 patches are \$19.95 plus \$3.50 Shipping & Handling and 4" patches of P2V/P2, P3 and P8 are \$4.95 plus \$1.50 Shipping & Handling.



TAKE NOTE.....**Charitable Use of VP-2 Funds***By Vic Gulliver*

At the Charleston reunion business meeting, there was a discussion regarding the two MOAA college scholarships that the VP-2 Association has donated, and whether we should contribute to the purchase of a third scholarship (\$25,000 each). It was brought to our attention that the MOAA (Military Officers' Association of America) scholarships benefit the dependents of active duty and retired commissioned and non-commissioned officers, plus dependents of officer veterans who did not achieve retired status. These scholarships DO NOT benefit dependents of enlisted veterans who did not achieve retired status. Because of that apparent disparity in coverage, it was decided at our meeting that we should hold off contributing to a third MOAA scholarship, and should continue to look for other scholarship programs.

While the VP-2 Executive Board continues to search for suitable options for our contributions to military dependent scholarship programs, it is appropriate that we ask our Association members for their ideas on ways that we might best use the \$30,000+ in our treasury. Some people believe that we used our treasury to pay for the Whidbey Patrol Squadron Memorial and the sponsorship of the Truculent Turtle. In fact, neither of those projects took money from our treasury. Special fund-raising efforts were used to cover the expenses of both of those projects. In fact, the WPSM fund-raising was so successful that the excess funds raised were used to pay for one of the MOAA scholarships that we sponsor.

If you're thinking that we should just have one big party or have some free reunions, keep in mind that the IRS limits the ways we can use our tax-exempt funds. We need to focus on charitable uses of our funds.

How we use our treasury funds for charitable projects can be extremely important to those who benefit from our donations. Give this matter some serious thought, then send your ideas for the charitable use of our VP-2 funds to Greg Kelley at gregnsue@sbcglobal.net or to Greg's mailing address which is shown on the back page of this newsletter. We need your ideas.

**Treasurer's Notes***By Bob Behrend*

Thanks to all Association members who brought their dues current, or in some cases well beyond current. The Association treasury is in very good shape because of member support and donations.

If you are unsure of your dues status, please refer to the roster page of the VP-2 webpage, or the newsletter mailing label. The year shown is for dues not received. Dues are \$20 for two years.

If you owe current or back dues please send a check made out to the VP-2 Association and mail to me:

VP 2 Association
98-1820 P Kaahumanu Street
Pearl City, HI 96782-1882

Widows of VP-2 vets are exempt from dues.

Please maintain current contact information with the association. If you have moved, or changed some other part of your contact information, let me know by calling 808-455-7670, or e-mail at behrendr001@hawaii.rr.com

**Eye Problems**

A little bird told us that two of our long time Directors, Vic Gulliver and Doug Donohue, recently underwent cataract surgery. The doctors feel certain that these vision problems were caused by Vic and Doug's efforts to help take care of the ROWDY group known as the VP-2 Association. We wish them a speedy and full recovery.

U.S. Navy Growing P-8 Poseidon Operations in the Western Pacific

By: Mike Yeo

The U.S. Navy is cutting its teeth on the new Boeing P-8A Poseidon long range maritime Multi-Mission Aircraft with deployments to the U.S. 7th Fleet Area of Responsibility (AOR), with the third rotation of the type currently ongoing at Kadena Air Base in Okinawa, Japan since the first one began at the end of 2013. A typical deployment to Kadena lasts between six to seven months, and currently consists of a single squadron of Lockheed Martin P-3C Orions and one of P-8As to demonstrate the ability of the two platforms to operate effectively in a high-tempo environment.

Starting in late January, Patrol Squadron (VP) 45 arrived at Kadena Air Base from Naval Air Station Jacksonville, Fla. with six aircraft to conduct its first deployment to the 7th Fleet AOR since completing the transition to the Poseidon from the P-3C in early 2014. The Pelicans officially relieved the P-8s and personnel of VP-5 Mad Foxes on Feb. 10. According to Boeing's James Detwiler, mission profiles flown by the P-8s include Anti-Submarine and Anti-Surface Warfare, Maritime Patrol, High-Altitude Intelligence, Surveillance and Reconnaissance (ISR), Command, Control and Communications (C3) and providing standoff targeting for other U.S. Navy assets.

However, it was the search for the missing Malaysian Airlines flight MH370 in March and April 2014, during the P-8's first 7th Fleet AOR deployment, that provided the U.S. Navy with the greatest insight into the aircraft's capabilities. During the second phase of the air search, which saw involved aircraft making 1,200 – 1,400 nautical mile transits from airports in Western Australia to the southern Indian Ocean search area, the U.S. Navy initially utilized a single P-8A from VP-16 War Eagles and a P-3C.

However, the long transits soon saw the addition of a second P-8A from VP-16 and the withdrawal of the P-3 due to the P-8s getting "three to four hours additional on-station time, partly because it has a higher transit speed" in the words of Boeing's Detwiler. On top of this, it was found that the operational fuel burn on the P-8 was a lot less than that predicted by computer modelling performed during the type's development, even when the aircraft was operating at altitudes as low as 200 feet for significant periods of time. This meant that the P-8 was capable of up to twelve hours on station during the search for MH370, with crews reporting less fatigue than that encountered on comparable missions flying on P-3s due to increased ride comfort.

The United States has already committed to acquiring 117 P-8s, with Boeing having already delivered 21 aircraft to date. Australia has ordered eight more aircraft, with four more on option. The P-8's room for future growth, which Boeing has already planned for with increased capability known as Increment II and Increment III, will see wideband Satellite Communications equipment, High Altitude Anti-Submarine Warfare and inflight refueling capability added to an already very capable aircraft.

A P-8 Poseidon aircraft belonging to the 'Pelicans' of Patrol Squadron (VP) 45 returns from a mission during Rim of the Pacific (RIMPAC) Exercise 2014 in July. US Navy Photo



VP 2 from a Dependent Son's Perspective—by *Paul R. Coble*

My late father, AKCM Jack Coble, served in VP-2 in 1956-58. My recollection is that he was the Leading Chief of the squadron. I believe that may have been his second tour in VP-2 as we were originally stationed at NAS Ault Field in the very early 50's; perhaps 1950 or 1951.

Dad pulled a deployment to Kwajalein Island back then, during the A-Bomb testing; and for some time after he returned his passing in front of the TV set would really screw up reception. Little did we know back then.

I remember that the metal horse tethering rings imbedded in the curbs on the main street of Oak Harbor were new and shiny when I was a kid there, though now of course they're almost rusted away.

Clover Valley Elementary School for Kindergarten, and then on return for third and fourth grade. CPO quarters overlooking the school; I think those quarters are still in service these years later. Title VIII housing down by the Main Gate; the Marines "busted" me for tunneling under the base perimeter fence back in '57. Mom was sure I had embarked on a life of crime and would one day shame the family!

I remember the six month squadron deployments to Kodiak VP-2 would pull. Hearing tales of playing tag with Migs down the Bering Strait; approaches on final past Old Woman Mountain; and Kodiak bears blocking the runway.

I remember, too, being in grade school and us kids coming home from school only to find all our fathers disappeared for days at a time with no explanation. Then – Poof! – they'd all return and gradually word or rumor would filter out about what some Ruskie had tried to do and been foiled by our fathers.

Dad passed away in 2001, after retiring out of NAS Moffett Field in 1965 from 30 years of service; open cockpit aircraft to putting the P-3 into service. Of all his many duty stations, he and we always held a special affinity for VP-2 and for NAS Ault Field. I hold many treasured memories of those times, even these years later.

So happy to find the VP-2 website, see that those times are being preserved; that all of you who served so well and honorably are being remembered; and to enjoy my own reminiscences.

How I to this day do love the P2-V Neptune of my childhood!

With fondness and appreciation for all that your and your squadron mates' service represents to me and our Nation.





In Memoriam

We have learned of the loss of the following association members since our December '14 newsletter:

Bernard Rice (May 14)
(squadron 49-52)

Otis Wheeler (May 14)
(squadron 50-52)

John Seebald (Nov 14)
(squadron 57-59)

Norman "Pat" Prulhier
(squadron 53-54)
(Nov 14)

Robert Searles (Jun 14)
(squadron 65-68)

Kenneth R. Samuelson
(squadron 49-52)
(Feb 15)

Gertrude Adam
Associate Member (wife
of Albert Adam in squad-
ron 47-50)

Amelia Balchunas
Associate Member (wife
of Charlie Balchunas in
squadron 56-59) (Oct 14)

If you know of the passing of any of our former VP-2 personnel, please advise Bob Behrend by email at behrendr001@hawaii.rr.com

Chaplain's Corner *by Doug Millar*

This past Easter I was asked at church to do a musical service of hymns about the "Cross." This caused me to do some extra thinking about Christ's death on a Roman cross. Why is the cross so well remembered and talked about? Hundreds, if not thousands, of people died on Roman crosses. What was so important about this one? Why are there so many crosses on churches, in paintings, on jewelry to be worn around the neck, or pins to be attached to one's clothing, or tattooed on muscular bodies? The cross has been the most significant symbol of the Christian faith throughout history. It has been estimated that there are over 400 forms or designs of the cross which are available to us.

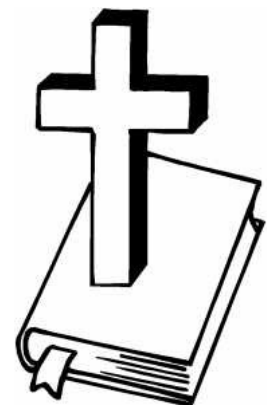
What was so significant about the death of Jesus Christ on a cross? Nothing, unless Christ was resurrected from the dead! But if He was resurrected from the dead - that is a game changer, an event that is unique in all of history. As Christians we accept this to be true. Is this conviction based only on blind faith? Certainly not. The Bible tells us that Jesus was seen alive on earth for 40 days after His resurrection - talking, eating, moving among friends - even being seen by 500 people at one time. But there also is a lot of evidence from sources other than the Bible confirming Christ's resurrection. Flavius Josephus, a Jewish historian who lived and wrote during the time of Christ and was involved in the destruction of Jerusalem in A.D. 70, wrote of the resurrection of Christ. E.M. Blaiklock, professor of Classics in Auckland University wrote, "I claim to be an historian. My approach to classics is historical. And I tell you that the evidence for the life, the death, and the resurrection of Christ is better authenticated than most of the facts of ancient history." Many other scholars over the centuries have said the same thing. So the importance of Christ's death on the cross is purely the result of His resurrection.

Why was the death of Christ, the Son of God, necessary? It was required by our Holy God to justify His being able to forgive us of our sins, and admit us into His kingdom. We read in Hebrews 9:22, **"According to the Law, one may almost say all things are cleansed with blood, and without shedding of blood there is no forgiveness."** Then in Hebrews 10:4 we read, **"For it is impossible for the blood of bulls and goats to take away sins."** Thus we have the conclusion that only the unstained, sinless, divine blood of Christ, God's son, was sufficient to cover our sins and impart to us God's forgiveness. We can be declared holy and pure before God - by the sacrificing of Christ's blood on our behalf.

Have you accepted this gift from the cross? All you have to do is take it, and trust that Christ's death was sufficient for you. As we read in John 1:12, **"But as many as received Him, to them He gave the right to become children of God..."** If you do this, life will take on a whole new meaning. 2 Corinthians 5:17 says, **"Therefore if anyone is in Christ, he is a new creation; old things have passed away; behold, all things have become new."**

This good news has certainly changed my life, and I hope that it has for you too. Think about it - we only have the present, so use it to prepare for the future.

Have a wonderful summer.



VP-2 Association Officers & Appointments

President	Greg Kelley 274 Plantation Rd. Houston, TX 77024 713-419-5799 gregnsue@sbcglobal.net
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2nd Vice President	Jim Welch 8601 Terrell Dr., North Richland Hills, TX 76182 817-788-2204 japwelch751@gmail.com
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Director	Vic Gulliver 1900 Franklin Drive, Glenview, IL 60026 847-296-6907 vicgulliver@comcast.net
Director	Nick Niccum 18821 185th Ave. NE, Woodinville, WA 98077 425-788-9834 nicknaccum@hotmail.com
Director	Floyd D. Palmer 213 Woodhill Ct., Mankato, MN 56001 507-327-6761 floydp@palmerbusservice.com
Website Coordinator	Doug Donohue PO Box 2894, Gardnerville, NV 89410 775-781-3737 nvsoar@charter.net
Association Chaplain	Doug Millar 12515 Maple Street, Leavenworth, WA 98826 509-888-1910 dna@dnamillar.com
Association Historian	Skip Forseth 2319 Brewster, Redwood City, CA 94062 650-365-2806 p2flyer@pacbell.net
Association Parliamentarian	Bob Bender 197 Mill Pond Drive, Middleville, MI 49333 616-450-6790 bobender@yahoo.com
Membership Chairman	Bob Champoux 286 145 th Place SE, Bellevue, WA 98007 425-502-9883 rchampoux@comcast.net

**LOOKING TO SHARE
INFORMATION
IN THE
VP 2 NEPTUNE
NEWSLETTER?**



If any of our members would
like to contribute news,
thoughts,
experiences, etc.,

Email:
Greg Kelley
gregnsue@sbcglobal.net



**Whidbey Patron Squadron Memorial
Come Visit at the 2016 VP 2 Reunion**

Patrol Squadron Two Association
98-1820 Kaahumanu St Apt P
Pearl City HI 96782-1882



We're on the Web

<http://www.patron2.com/>